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to

AUGUST 4, 1925

Note: Due to page size (over 11x17), a small number of pages have wording that was cut off in the scanning process.

APPROPRIATION ORDINANCE MAY, 1909.

Appropriations for fiscal year, May 1st, 1909 to Apr. 30th, 1910.

AN ORDINANCE, making appropriations for corporate purposes for the fiscal year of the City of DeKalb, Illinois, from May 1st, 1909 to April 30th, 1910.

Be It Ordained by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Sec. 1. That the following sums, or so much thereof as may be authorized by law, be and the same are hereby appropriated for the corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the fiscal year of said City, beginning May 1st, 1909, and ending April 30th, 1910, as hereinafter specified:

Salaries	$5000.00
Fire Department	9000.00
Police	6000.00
Streets and Alleys	15000.00
Sidewalks	2000.00
Maintenance of Water Works	5000.00
Extension of Water Works	10000.00
Sewer and Drains	10000.00
Street Lighting	6000.00
Public Buildings	2000.00
Health Department	1000.00
Parks	1000.00
Incidentals	2000.00
Board of Local Improvements	1000.00
Public Hospital	2200.00
Public Library	1000.00
Main St. Improvement Bonds, 14,15,16 and 17	2000.00
Interest on Main St. Improvement Bonds	200.00
Interest on Water Works Extension Bonds	275.00
Interest on Pavement Bonds, 1902	640.00
Interest on Engine House Bonds	360.00
Interest on Sewer Bonds of 1905	240.00
Water Works Bonds 1908, Interest	225.00
	$82140.00

Sec. 2. All unexpended balances of any items of any general appropriation made by this ordinance may be expended by making up any deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

Passed by the City Council of said City and approved by me this first day of May A.D. 1909.

C. E. Bradt
Mayor

Attest: G. G. Bodman
City Clerk

Published in the DeKalb Chronicle on page 8, May 6, 1909.

SALARY ORDINANCE.

Ordinance fixing salaries Fire and Police Departments.

AN ORDINANCE, fixing the salaries of City Officers of the City of DeKalb:

Be It Ordained by the City Council of the City of DeKalb, in the County of DeKalb, and State of Illinois:

That the salary of the Fire Marshall for the year ending April 30, 1910, shall be and is hereby fixed at the sum of Seventy-five Dollars per month.

That the salary of the Captain of the Fire Company for said year shall be and is hereby fixed at the sum of Sixty-five Dollars per month.

That the salary of the City Marshall, ex-officio Chief of Police, for said year shall be and is hereby fixed at the sum of Seventy Dollars per month.

That the salary of the Police Officers for said year shall be and is hereby fixed at the sum of Sixty Dollars per month.

Passed by the City Council of said City and approved by the Mayor thereof, this first day of May A.D. 1909.

C. E. Bradt
Mayor

Attest: G. G. Bodman
City Clerk

Published in the DeKalb Chronicle of May 6, 1909.

BOARD OF LOCAL IMPROVEMENTS.

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AN ORDINANCE, appointing the members of the Board of Local Improvements for the City of DeKalb, in the County of DeKalb and State of Illinois, for the municipal year ending April 30, 1910.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That the Board of Local Improvements for the City of DeKalb, in the County of DeKalb and State of Illinois, for the municipal year ending April 30, 1910, shall consist of the following named persons: Mayor, C.E. Bradt, City Engineer, A.R. Russel, and Alderman J.H. Jarboe, and they are hereby designated and appointed the members of said Board.

Passed by the City Council of said City and approved by the Mayor thereof, this first day of May A.D. 1909.

C.E. Bradt
Mayor

Attest: C. G. Bodman
City Clerk

Published in the DeKalb Chronicle
of May 6, 1909.

ORDINANCE FIXING SALARY OF CITY MARSHALL

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AN ORDINANCE, amending an ordinance entitled, "An Ordinance Fixing Salaries of City Officers of the City of DeKalb," passed by the City Council of said City and approved by the Mayor thereof on the first day of May, A.D. 1909.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That an ordinance entitled, "An Ordinance Fixing Salaries of City Officers of the City of DeKalb," passed by the City Council of said City and approved by the Mayor thereof on the first day of May, A.D. 1909, be amended so that that paragraph relating to the salary of the City Marshall, shall read as follows:

That the salary of the City Marshall, ex-officio Chief of Police, for said year shall be and is hereby fixed at the sum of Seventy-five ($75.00) per month.

Passed by the City Council of said City and approved by the Mayor thereof this fifth day of June, A.D. 1909.

C. E. Bradt
Mayor

Attest:- C. G. Bodman
City Clerk.

Published in the DeKalb Daily Chronicle
of May 6, 1909.

TAX LEVY ORDINANCE---1909.

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AN ORDINANCE, for the levy and assessment of taxes for corporate purposes of the City of DeKalb, Illinois, for the fiscal year ending April 30, 1910.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Sec. 1. That the sum of Twenty-seven Thousand Two Hundred and Forty ($27,240.00) Dollars, the same being that part of the total appropriations heretofore made for corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, to be collected from the tax levy of the current fiscal year of said City, be and the same is hereby levied and assessed upon all the real and personal property in said City subject to its municipal tax, as the same is leviedfor state and county taxes for the current fiscal year, the said tax so levied and assessed being for the current fiscal year of said City, and the appropriations for said fiscal year, the total amount of which has been ascertained as follows, by ordinance passed and approved by the Council and Mayor of said City, respectively, on the first day of May, A.D. 1909, and published in the DeKalb Chronicle, a daily newspaper of general circulation printed, published, and circulated in said City, County, and State, on the sixth day of May, A.D. 1909.

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Salaries	$5000.00
Fire Department	9000.00
Police	6000.00
Streets and Alleys	15000.00
Sidewalks	2000.00
Maintenance of Water Works	5000.00
Extension of Water Works	10000.00
Sewers and Drains	10000.00
Street Lighting	6000.00
Public Buildings	2000.00
Health Department	1000.00
Parks	1000.00
Incidentals	2000.00
Board of Local Improvements	1000.00
Public Hospital	2200.00
Public Library	1000.00
Main St. Improvement Bonds, 14, 15, 16, and 17	2000.00
Interest on Main St. Improvement Bonds	200.00
Interest on Water Works Extension Bonds	275.00
Interest on Pavement Bonds, 1902	640.00
Interest on Engine House Bonds	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Water Works Bonds, 1908	225.00
	$82140.00

That the remaining amount of said appropriations will be filed and raised from moneys on hand not otherwise appropriated and from other sources of revenue of said city; the total sum so levied and assessed as aforesaid being divided between said items of said appropriation as follows:

Salaries		$3930.00
Fire Department		4000.00
Police		2600.00
Streets and Alleys		2000.00
Sidewalks		300.00
Maintenance of Water Works		500.00
Extension of Water Works		500.00
Sewers and Drains		500.00
Street Lighting		3600.00
Public Buildings		500.00
Health Department		500.00
Parks		400.00
Incidentals		670.00
Board of Local Improvements		100.00
Public Hospital		2200.00
Public Library	$1000.00	
Main St. Improvement Bonds, 14,15,16, and 17	2000.00	
Interest on Main St. Improvement Bonds	200.00	
Interest on Water Works Extension Bonds	275.00	
Interest on Pavement Bonds,1902	640.00	
Interest on Engine House Bonds	360.00	
Interest on Sewer Bonds,1905	240.00	
Interest on Water Works Bonds,1908	225.00	
	4940.00	4940.00
		$27240.00

Sec. 2. The City Clerk of said City is hereby directed to file with the County Clerk of DeKalb County, Illinois, on or before the third Tuesday of September, A.D. 1909, a copy of this ordinance duly certified by him under the corporate seal of said City, as required by law.

Passed by the City Council of said City and approved by the Mayor thereof, this fifth day of June, A.D. 1909.

C. E. Brads
Mayor

Attest:- G. G. Barbeau
City Clerk.

Published in the DeKalb Chronicle
June 9, 1909.

INTOXICATING LIQUORS NUISANCE ORDINANCE.

Intoxicatin Liquors Nuisance Ordinance

AN ORDINANCE, declaring any place, within the city limits of the city of DeKalb, Illinois, where intoxicating, malt, vinous, mixed or fermented liquors are kept for sale or are sold or given away, a nuisance and providing a penalty against certain persons for neglecting or refusing to abate the same upon notice so to do.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

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Sec. 1. That any place in said City of DeKalb where intoxicating, malt, vinous, mixed or fermented liquors or other like drinks are kept for sale, are sold or given away, either directly or indirectly, in any quantity whatever, is hereby declared to be a nuisance, and the owner, keeper, lessee or occupant of the premises who shall neglect or refuse to abate such nuisance after being notified so to do by the City Marshall of said City, shall, on conviction thereof, forfeit and pay to said City a sum not less than Ten Dollars nor more than One Hundred Dollars for each and every day he shall refuse or neglect to abate or remove the same.

Sec. 2. This ordinance shall take effect and be in force from and after ten days after its passage, approval, and publication as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof, this fifth day of June, A.D. 1909.

C. E. Bradt
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Mayor

Attest:- G. L. Bodman
City Clerk.

Published in the DeKalb Chronicle
June 9, 1909.

WATER METER ORDINANCE.

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AN ORDINANCE, in relation to the use of water furnished by the City of DeKalb, Illinois, and requiring the installing of meters where such water is used for certain specified purposes, and providing a penalty for failing to install the same.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That in addition to those places or premises where the installing of a water meter is now required by the ordinances of the City of DeKalb, Illinois, in connection with the use of water furnished by said City, water meters shall be installed at all places or premises hereinafter designated on or before the first day of July, A.D. 1909.

1st. Any and all places or premises where City water is used through a hose or other like attachment for the purpose of sprinkling lawns or gardens.

2d. Any and all places or premises where an out door fountain is operated or so attached that it may be operated with City water.

3d. Any and all places or premises where there is in use or so attached that it may be used with City water, any water motor, water lift, or other machine or device used or intended to be used, for the developing of power for any purpose whatever, by or through the use of City water.

All meters required by this ordinance shall be in accordance with the requirements of all ordinances of said City in relation to water meters and shall be installed as required by the ordinances of said City, and the water used through the same shall be paid for at the time and at the rate established by the City ordinances for water used through meters.

Users of City water, coming within the provisions of this ordinance shall be subject toall existing ordinances of said City, regulating, controlling or providing penalties, in connection with the use of City water.

Any person, persons or corporation, using City water, furnished by said City, for any of the purposes mentioned in this ordinance, after the first day of July, A.D. 1909, without first having installed a meter as required by this ordinance, shall upon conviction thereof be fined not less than Five Dollars nor more than One Hundred Dollars for each offense.

That rules 15, 16, and 17 of Section 5, of Chapter 52 of the Revised Ordinances of said City as revised by an ordinance passed by the City Council of said City and approved by the Mayor thereof, on the ninth day of February, A.D. 1900, be and the same are hereby repealed, and that that portion of the ordinances of said City, establishing a rate for City water, for the purposes mentioned in this ordinance, other than through the use of meters, be and the same is hereby repealed.

Passed by the City Council of said City and approved by the Mayor thereof this fifth day of June, A.D. 1909.

C. E. Bradt
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Mayor

Attest:- G. L. Bodman
City Clerk.

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Published in the DeKalb Chronicle
June 9, 1909.

AN ORDINANCE AUTHORIZING THE DE KALB MIDLAND RAILWAY COMPANY TO CONSTRUCT, OPERATE AND MAINTAIN A RAILWAY IN THE CITY OF DE KALB, DE KALB COUNTY, ILLINOIS, FROM A PLACE ON THE SOUTH CITY LIMITS, NORTHERLY, ALONG AND OVER CERTAIN STREETS AND OTHER PROPERTY, AND OVER THE TRACKS OF OTHER COMPANIES IN SAID CITY OF DE KALB.

DeKalb Midland Railway Company Ordinance.

Be It Ordained by the City Council of the City of DeKalb, DeKalb County, Illinois:

Section 1. That in consideration of the acceptance hereof and the undertaking of the DeKalb Midland Railway Company, a Corporation organized and existing under the laws of the State of Illinois, to comply with the provisions, conditions and requirements herein contained, consent, permission and authority are hereby granted and given to the DeKalb Midland Railway Company, its successors, assigns, or lessees, to lay down, maintain and operate a railway in the said City of DeKalb, with a track and with such turnouts, sidetracks and switches as may be necessary and as shall be permitted by the City Council of said City, as hereinafter provided within the limits of and along, upon and over such part of the following route, streets and roads as may be used by the said DeKalb Midland Railway Company in the final location of its line, to-wit: From a place on the south line of the City limits of said City of DeKalb, northerly along Leonard Avenue to Gurler Street; Gurler Street easterly to a connection with the tracks of the Chicago and North Western Railway Company; Gurler Street, from the east line of Leonard Avenue, extended, to the west line of Hickory Street, extended; Hickory Street to the south line of the right of way of the Chicago and North Western Railway Company, over city property hereinafter particularly described, from the north line of the right of way of the Chicago and North Western Railway Company to Anne Street; Anne Street to Pearl Street; Pearl Street to Main Street; Third Street from Main Street to Locust Street; Locust Street from Third Street to Fourth Street, and along, upon and over such private property connecting with any of the streets or places aforesaid in said City of DeKalb as may be acquired by said DeKalb Midland Railway Company by purchase, condemnation, or otherwise; also the use, occupation and enjoyment for railroad purposes of the following City property described as follows: to-wit:- all that part of Lot Number Five (5) in Block Number Three (3) of Thomas Corkings' Addition to the City of DeKalb, Illinois, lying west of a line two hundred and fifty-three (253) feet west of, and running parallel with, the west line of Pearl Street.

And the said Railway Company may cross with its tracks at grade, or by viaduct, or by subway along said route any and all intervening streets, alleys, highways and public places which are now dedicated, located or traveled, such crossings to be made, however, so as to interfere in the least possible degree with the public use of such places; and may also cross with its tracks along the route aforesaid at grade, or by viaduct, or by subway, the intervening tracks and right of way of any and all railroad companies or street railroad companies; provided, however, that except for the subway across the Chicago and North Western Railway Company's right of way, no such crossing shall be made by viaduct or subway without first obtaining the consent of the City Council of the City of DeKalb.

And said Company may transport passengers, baggage, packages, mail and express over and along the route aforesaid, but no rights are hereby granted to said Company to take or use private property except such as may be acquired by purchase, condemnation, or otherwise.

And provided further that the consent, permission and authority hereby granted are upon the further condition that said Company, its successors, assigns or lessees, will pay all damages to owners of property abutting upon the streets or parts of streets hereinbefore mentioned, upon or over which such railway is constructed, which may be sustained by reason of the location of construction of such railway, the same to be ascertained and paid in manner provided by law for the exercise of the right of eminent domain.

And consent, permission and authority are hereby granted to the said DeKalb Midland Railway Company to transport freight upon, along and over its tracks in Leonard Avenue, Gurler Street, Hickory Street and Anne Street, and to and from city and private property adjoining any of the said streets, and to connect its tracks with the tracks of the Chicago and North Western Railway Company at a point south of said Chicago and North Western Railway Company's right of way, and to transfer freight to and from the tracks of said Chicago and North Western Railway Company with its consent; provided that at the end of ten (10) years after the tracks hereby authorized have been laid, or any time thereafter, the said City of DeKalb shall have the right to revoke and terminate the privileges herein granted to said Company of hauling or transferring freight upon its tracks within the said City of DeKalb.

Provided, that nothing contained in this ordinance shall be deemed to give the right to the said DeKalb Midland Railway Company, its successors, lessees or assigns, to haul freight over any part of Pearl Street or over the tracks of any connecting railway whose tracks are in or upon the streets of said City, nor shall freight be hauled by said Company over its tracks in any manner to any part of said City lying north of the north line of Anne Street in said City.

Section 2. For and in consideration of the sum of Thirty Thousand Dollars, to be paid to the said City of DeKalb, by the said DeKalb Midland Railway Company, its successors, lessees, or assigns at the time and in the manner hereinafter stated, the grant herein shall extend for the term of fifty (50) years from the date of the passage hereof, provided the same shall be accepted by said Company within ninety (90) days after the passage of this ordinance;

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Said Thirty Thousand Dollars shall be payable at the office of the City Clerk of said City in paym ent as follows: One Thousand Dollars on the first day of July in each of the following years, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, and 1948, and the sum of Fifteen Hundred Dollars on the first day of July in each of the years 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, and 1958, A.D., respectively.

Provided that if the said DeKalb Midland Railway Company, its successors, lessees, or assigns shall fail to make any of the payments above provided for at the time stated, then upon failure to make any one of such payments the total amount of said payments unpaid shall immediately become due and payable, and the said City may proceed against said DeKalb Midland Railway Company, its successors, lessees, or assigns, for the same. And if the said amount so remaining due and unpaid shall not be paid to said City at the end of ninety (90) days after written notice to make such payment is given to said Company, its successors, assigns or lessees, (or to the Company operating said Railroad under this franchise) and also to the Trustee of Record for the bond holders of said Company, then the right to operate said Railroad within said City and all the rights and privileges granted by this franchise or ordinance shall immediately cease and be determined and the DeKalb Midland Railway Company, its successors, assigns or lessees, shall be regarded as trespassers upon the streets herein named and may be ejected from the same as such trespassers.

Section 3. The rate of fare for one continuous ride shall not exceed the sum of Five Cents for each passenger within the City limits, and children under five years of age shall be carried free of charge when accompanied by one passenger who has paid his fare. And the said Company shall furnish to each passenger who boards its passenger cars within the City limits and pays his fare, a transfer when desired, subject to the usual regulations good for a continuous trip in the same general direction upon the cars of connecting lines within said City, and the Said Company, its successors, lessees, or assigns, shall receive in lieu of the cash fare above mentioned, a transfer issued by a connecting line, subject to the usual regulations; provided that reasonable terms of agreement for such interchange of transfers can be made with such connectinglines so that in issuing such transfers said Company shall not be required to pay to any connecting line or lines more than 2½¢ for each passenger carried on transfer, and shall not be required to accept such transfers issued by other lines for a compensation of less than 2½¢ for each passenger carried on transfer.

Section 4. And consent, permission and authority are hereby granted to the said DeKalb Midland Railway Company, its successors, assigns, or lessees, to run and operate cars with the same rights and privileges, excepting the right to haul freight, as over its own tracks, upon, along and over the track or tracks of any other Railroad or Street Railroad Company now occupying, or which may hereafter occupy any of the streets, ways, public places or other property in the said City of DeKalb; Provided, however, said DeKalb Midland Railway Company, its successors, assigns or lessees, shall first obtain the consent and authority of such other Company or Companies so to use its or their tracks. In case at any future time any Railway or Street Railway Company in said City of DeKalb, or seeking to enter same, shall desire to use the tracks of said DeKalb Midland Railway Company in said City and shall offer to pay said DeKalb Midland Company, its successors, assigns or lessees, a reasonable compensation for such service, the DeKalb Midland Railway Company shall make traffic arrangements with such Company, provided, however, that no such other Company shall have the right to usethe subway under the Chicago and North Western Railway Company's tracks continuously unless such other Company shall first comply with the provisions ofthe following paragraph:

In case any other Railway, or Street Railway Company shall desire to use continuously the subway of said DeKalb Midland Railway Company under the Chicago and North Western Railway Company's tracks and shall offer payment for such privilege, an amount equal to one half (½) the cost of construction, and shall agree to pay one half (½) the cost of maintenance of said subway and the tracks within the same, the said DeKalb Midland Railway Company, its successors, assigns, or lessees shall grant to such other Company the right to use said subway and tracks within the same.

Provided that if together with the said DeKalb Midland Railway Company, there shall be more than two companies desiring to use said subway, then said companies using the same shall permit such additional companies so to do upon the payment of their portion of the cost of construction, and the cost of maintenance, so that all of said companies using the same shall share equally in the expense of construction and the cost of maintenance.

Section 5. The privileges hereby granted shall be upon the express undertaking of said DeKalb Midland Railway Company that it will run its passenger cars on said track or tracks at intervals of not more than two (2) hours apart between the hours of 6:30 A. M. and 9:00 P. M. daily, so that there shall be one car running in each direction along said route every two (2) hours between the hours aforesaid, provided, that if the operation of said cars shall be prevented or delayed by storm, accident, strikes, or other emergency, the damage shall be repaired or the cause of such obstruction or delay be removed and traffic resumed as soon as practicable.

The passenger cars upon the lines of the railway hereby authorized shall be provided with heating apparatus of a kind and nature which shall be reasonable effective in raising the temperature of said cars and heating the same, and said apparatus shall be operated, at all such times as the nature of the weather and the degree of the temperature may require, so as to make said cars reasonably comfortable for public travel.

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In removing snow from its tracks, said grantee, its legal representatives successors, assigns or lessees, shall distribute and remove the same so that it will not impede public travel on the streets occupied by its tracks.

DeKalb Midland Railway Company's Franc

No car or set of cars fastened together shall be set in motion on any of the tracks or parts of tracks laid in any of the streets of the said City, where such tracks are authorized by this ordinance, unless said car or set of cars, as aforesaid shall have fastened on the front end of said car or the forerost of said set of cars, such a fender as shall have first been approved by the City Council of said City. The front end of said car or set of cars as aforesaid shall mean the extreme end of the same in the direction in which the same is to move when set in motion.

Section 6. The said grantee, its legal representatives, successors, assigns or lessees, shall at any all times during the operation of said railway under the power, right and authority hereby granted, transport free of charge, upon any track operated, leased, owned or controlled by it or them, or either of them within said City all elective officers of the City of DeKalb, all members of the police or detective force of said City, the City Water Commissioner, City Engineer, City Health Officers, also all members of the Fire Department in said City and all mail carriers, while in uniform and on duty, in the service of the post office department of the Government of the United States.

Section 7. In case the said DeKalb Midland Railway Company, its successors, assigns or lessees, shall not have begun actual construction on its line within twelve (12) months after the passage of this Ordinance and shall not have a railroad in operation between the City of Sandwich, Illinois and the City of DeKalb, Illinois, within two (2) years after the passage and acceptance of this ordinance, then the grant and privileges herein may, at the option of the City Council of the City of DeKalb, be declared null and void, but should the construction or operation of said tracks, or any part thereof, be delayed by injunction of any Court without collusion on the part of the Company, its successors, assigns or lessees, or by the action of the City Council, then as to the portion so delayed the time of such delay shall not be any part of the time herein limited for construction, and the City of DeKalb shall have, and expressly reserves the right to intervene in any suit or proceeding brought seeking to enjoin, restrain or in any way seeking to interfere with the construction and to move for the dissolution of said injunction or restraining order, or for any proper order in such suit.

Section 8. Said Company, its successors, assigns or lessees, shall have the right to operate its cars by electricity, compressed air, gasoline, or other motive power which will not scatter smoke nor fire, except during the period of construction when ordinary steam locomotives may be used, said locomotives not to be used east of the east line of Pearl Street, and to change from one motive power to another, as it may elect, and to construct, lay down and erect wires, poles and other apparatus necessary for the transmission of electricity for power and light; and said Company shall have the right to make all necessary connections of said wires with the power house, car sheds, or other property of said Company, and to connect said wires with the wires of any other Company, or person, with their consent for the transmission of electricity for power and light; said Company shall maintain its wires in said streets at a height of not less than eighteen (18) feet and shall at all times keep and maintain a suitable guard wire along and above its electric cables and over its wires at all points within said City where the wires of other Companies or persons are or shall be suspended over and above the electric wires and cables of said Company, for the purpose of guarding against such other wires coming in contact with said electric cables and wires; poles shall be set as nearly as possible on division lines between lots, provided however, that if in the opinion of the City Council of said City, any pole should be reset at a different place than that at which it is originally placed, the said Company shall immediately upon notice so to do from said City Council, move any such pole to such place as shall be directed by the City Council, and the said Company, its successors, lessees or assigns shall bear the entire expense of the same.

All poles placed under the authority of this ordinance shall be kept neatly painted.

Should the said Company fail to paint its poles upon being notified so to do by the said Council, said City Council shall have the right to procure the painting of said poles and collect the expenses of same from said Company, its successors, lessees or assigns.

The said City of DeKalb shall have the right to attach to said poles, its apparatus for police and fire alarm services.

Section 9. In the event of any new and better method of furnishing electricity or other motive power other than steam power for the operation of Railways being discovered, the said Company, its successors, assigns or lessees, shall have the right to adopt the same in place of or in connection with the use of the over-head trolley system, provided, however, that it shall first obtain the consent and permission of the City Council, and provided, however, that the unprotected third rail shall not be used on any of the streets mentioned herein.

Section 10. The said Company shall have the right to do such excavating and grading as it may deem necessary and as shall be approved by the City Council for the proper laying of its tracks, also the right to lay drainage tile or pipe and to construct catch-basins in connection with, or independent of, the storm water drainage system of the City of DeKalb. The Company may use, in the laying of its tracks, an improved "T" rail of such pattern and height as conforming to the best modern engineering practice shall make paving, or other street improvements most convenient when such improvement is duly ordered by the City Council. The said Company shall complete the laying of tracks in any of the streets aforesaid within two (2) months from the time construction of said track is commenced in such street.

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Section 11. The tracks of said Company, its successors, assigns, or lessees, shall be of standard guage, and shall be laid under the direction of the City Council of said City. Said tracks shall not be elevated above the streets, and shall be so laid that vehicles may at all times freely and safely cross the same, in any and all directions, without unnecessary obstruction; and whenever the City Council shall order any street improved or brought to established grade or to grade that may be hereafter established, said Company, its successors, assigns or lessees, shall raise or lower its tracks, as the case may be, to conform to such grade, at its own expense; and said Company, its successors, assigns or lessees, shall furnish, lay, and maintain paving brick in a substantial and workman-like manner within and one and one-half feet on each side of its rails, on all streets or parts of streets that are now paved, or that may, by the direction of the City Council of said City, be hereafter paved. Provided that when any of the streets herein named are ordered paved by the City Council of said City, the said Railway Company, its successors, assigns or lessees, shall lay or pay the cost of laying their tracks, ties, etc., located in any part of any such street, on a bed of concrete and in cement in such a manner as the Said Council of said City shall deem satisfactory. And said Company, its successors, lessees, or assigns shall also furnish, lay and maintain in a substantial and workman-like manner plank within and one foot on either side of its rails in so much of its tracks as shall be placed in the intersection of streets where the same are not otherwise improved, to the satisfaction of the City Council; Provided, however, that said Company, its successors, assigns or lessees, shall have the right of using such brick as it may be necessary to remove from the pavement in North Third Street for the laying of its tracks for the purpose of re-paving the same. Said street, being now paved, the ties, etc., shall be laid on a bed of concrete and in cement as hereinbefore provided.

The said Company, its successors, assigns or lessees, shall keep the space within and one and one-half feet on the outside of its tracks, including all cross-walks, in good condition and repair during all of the time to which the privileges hereby granted shall extend, and if said Company, its successors, assigns or lessees, operating the same, shall fail or refuse so to do within thirty days after written demand by the City Council, the same may be done by the City, and the said Company shall be liable to the City for the cost and expense of the same.

All streets, alleys, avenues, and crossings shall be restored to a condition equally as good as before the construction of its road by said Company, its successors, assigns or lessees, at the expense of the Company, its successors, assigns or lessees, and the laying and construction of all tracks and the setting of all poles and wires herein authorized shall be under the supervision and to the satisfaction of the City Council, or its authorized representatives.

The drainage tile or pipe, catch-basins and the connecting of the same, also the moving and relaying of any city sewer or water pipe shall be done under the supervision of the City Council of said City of DeKalb and at the expense of the DeKalb Midland Railway Company, its successors, assigns or lessees.

Provided, however, that if paving shall be duly ordered to be laid in Pearl Street, said Company, its successors, lessees, or assigns, shall pay one-half of the cost of paving, curbing and draining the same, from the point where the tracks of said Company come upon said Pearl Street off of Anne Street to the south line of East Main Street. The paving on said Pearl Street to be of such width as the City Council of said City shall determine at the time the same is ordered paved.

All ties and tracks, etc., on streets that are not paved shall be laid in a bed of crushed stone, gravel, or other suitable material, not including cement, in such a manner and in such quantities as may be approved by the City Council of said City.

And in the event that said Company, its successors, lessees, or assigns, shall fail to keep its tracks in a condition satisfactory to the said City Council on and along such streets as are unpaved, then the said City Council may order said Company, its successors, lessees or assigns, to pave within the same with brick or other suitable material, and the said Company, its successors, assigns or lessees shall comply with said order by the commencement of work on said paving within thirty (30) days of the date of the service of said order on said Company, its successors, lessees or assigns, and complete the same within ninety (90) days from the date of the service of said order.

In the event that said Company, its successors, lessees or assigns, shall fail or neglect to comply with said order, within the time and in the manner aforesaid, then said City shall have the right to proceed to install said paving, and said Company, its successors, lessees or assigns, and the sureties on the bond, herein otherwise provided for, or either or both of them shall be liable to said City for, and agree to pay to said City, the amount of money expended by said City on said work together with a penalty of twenty-five per cent of the amount so expended, to be added to the amount of the cost of said work as liquidated damages, and the said City may proceed against said Company, its successors, lessees, or assigns, or the sureties on the bond herein otherwise provided for, or either or both of them as the said City may elect to do, for the said amount and the said penalty, as aforesaid.

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DeKalb Midland Railway Company's Franchise.

Section 12. If said Company, its successors, assigns or lessees, shall fail or neglect to operate said railway for a period of ninety days, in accordance with the provisions above stated, such failure or neglect shall be construed and deemed an abandonment of this franchise and all rights and privileges growing out of it, and the same shall thereupon become null and void and of no further force or effect.

And the said Company, its successors, assigns or lessees, upon such abandonment, or at the expiration of the time to which the privileges hereby granted shall extend, or within ninety days after such expiration, shall remove its poles, wires, rails, ties, and other apparatus and equipments used by it in connection with the construction and operation of its railway from the streets and parts of streets then occupied or used by it, and put such streets and parts of streets from which the same are so removed in a condition equally as good as the balance of the same, and upon failure so to do, the said city may, upon fifteen days' notice, remove such poles, rails, wires, ties, and other apparatus and equipment, from such streets or parts of streets, and put the same in condition equally as good as the balance of the same, and the said Company shall be liable for the expense of so doing.

The permission and authority hereby granted are upon the further express condition that said Company, its successors, assigns, or lessees, shall and will forever save, indemnify and keep harmless said City of DeKalb against any and all damages, judgments, decrees, costs and expenses which the said City may suffer or which may be obtained or recovered against said City for or by reason of, or growing out of the privileges herein granted, or by reason of or growing out of the exercise of such privileges by said Company, its successors, assigns or lessees, and that said Company shall, upon receipt of written notice from the City Council of said City, of the commencement of any and all causes of action arising from the causes above enumerated, appear and act as defendant therein.

The permission and authority hereby granted are upon the further express condition and consideration that said Company, its successors, assigns or lessees, shall, before the commencement of the acquirement or construction of said railway in said City, file with the City Clerk of said City, a bond to said City of DeKalb in the penal sum of Five Thousand Dollars ($5000.00) with sureties to be approved by the Mayor, conditioned for the faithful performance and observance of the conditions of this ordinance, which said bond, however, shall not be the limit of the liability of said Company, its successors, assigns or lessees, under the third paragraph of this clause and in case at any time during the period of time covered by this ordinance for any reason, said bond shall become impaired, said Company shall renew said bond at once by a new bond to be approved by the Mayor and City Council of said City.

Section 13. The terms and conditions of this ordinance shall be binding upon and inure to the benefit of the said DeKalb Midland Railway Company, its successors, assigns or lessees, and the City of DeKalb, Illinois.

Section 14. This ordinance shall take effect when the said Company, its successors, assigns or lessees, shall accept in writing the terms and conditions ofthis ordinance, provided that if the said Company, its successors, assigns or lessees, shall not file an acceptance in writing of this ordinance with the City Clerk of the City of DeKalb within ninety (90) days from the passage hereof, then this ordinance shall, at the option of the City Council, be of no force or effect and all the rights hereby granted shall absolutely cease and determine.

Passed by the City Council of said City, at a regular adjourned meeting, and approved by me this nineteenth day of June, A.D. 1909.

C. E. Bradt
.....
Mayor.

Attest:- C. J. Bodman
.....
City Clerk.

DeKalb Midland Railway Company's Acceptance.

THE DE KALB MIDLAND RAILWAY COMPANY, for itself, its successors, assigns and lessees, hereby accepts the Ordinance and Franchise, as hereto attached, which was adopted by the City Council of the City of DeKalb, Illinois, and approved by the Mayor of said City, on the nineteenth day of June, A.D. 1909.

In Witness Whereof, the said DeKalb Midland Railway Company has hereunto subscribed its name, by its President and Secretary, and caused its Corporate Seal to be hereto affixed, this twelfth day of July, A.D. 1909.

DE KALB MIDLAND RAILWAY COMPANY

By
(Signed) John F. Pearce,
President

Attest:-
(Signed) John W. McQueen
Secretary.

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DeKalb Midland Railway Company's Acceptance.

The written acceptance of the DeKalb Midland Railway Company, of the Ordinance or Franchise passed and approved by the City Council and Mayor, respectively, of the City of DeKalb, granting certain rights in the City of DeKalb to said Company, was duly filed by said Company in the Office of the City Clerk of said City of DeKalb on the third day of August, A.D. 1909, in compliance with the terms and conditions of said Ordinance. The foregoing are true and literal copies of the Ordinance as passed and approved on the nineteenth day of June, A.D. 1909, and of the acceptance thereof by said Company, respectively, as shown by the files and records of my Office.

.....G. G. Bodman.....

City Clerk of the City of DeKalb,
DeKalb County, Illinois.

Ordinance Amending Board of Local Improvements Ordinance.

ORDINANCE AMENDING BOARD OF LOCAL IMPROVEMENTS ORDINANCE.

AN ORDINANCE, relative to the Board of Local Improvements.

Be It Ordained, by the City Council of the City of DeKalb, in the county of DeKalb in the state of Illinois:

Section 1. That an ordinance of said city, passed by the City Council of said city on the first day of May, A.D. 1909, and approved by the Mayor of said city upon the first day of May, A.D. 1909, providing for a Board of Local Improvements of said city for the fiscal and municipal year of said city ending April 30, 1910, shall be and the same is hereby amended so as to read as follows:

The Board of Local Improvements of the City of DeKalb shall consist of the Mayor of said city, Charles E. Bradt, the City Engineer of said city, Arthur R. Russell, and no superintendent of streets of said city being provided for by the ordinances of said city, Aldermen John H. Jarboe, P.N. Joslin and Leonard J. May shall be and they are hereby designated and appointed with the said Mayor and City Engineer of said city as members of the Board of Local Improvements of said city for the municipal and fiscal year of said city ending April 30, A.D. 1910.

Section 2. All ordinances or parts thereof in confliction with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of said city at an adjourned regular meeting thereof, held upon the nineteenth day of June, A.D. 1909, and approved by me this nineteenth day of June, A.D. 1909.

.....C. E. Bradt.....
Mayor

Attest: .....G. G. Bodman.....
City Clerk.

ORDINANCE AMENDING AMUSEMENT ORDINANCE.

Ordinance Amending Amusement Ordinance.

AN ORDINANCE, amending Chapter 1 of the Revised Ordinance of the City of DeKalb, Illinois, as revised by ordinance passed by the City Council of said City and approved by the Mayor thereof on the ninth day of February, A.D. 1900, as amended by any and all ordinances subsequent thereto.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

That Section 3 of Chapter 1 of the Revised Ordinances of the City of DeKalb, Illinois, as revised by an ordinance passed by the City Council of said City and approved by the Mayor thereof, on the ninth day of February, A.D. 1900, as amended by any and all ordinances subsequent thereto, be and the same is hereby amended so that the class of entertainments or amusements, designated as the "4th" in said Section 3, shall read as follows:

4th. Circuses, carnivals, menageries, caravans, sideshows and concerts, minstrels and musical entertainments, or exhibitions of monsters or freaks of nature, variety, and all other exhibitions, performances and entertainments not herein enumerated, given under a covering of canvass, or as an out-door exhibition or performance, shall belong to and be known as entertainments of the fourth class.

That Section 4 of Chapter 1 of the Revised Ordinances of the City of DeKalb, Illinois, as revised by an ordinance passed by the City Council of said City and approved by the Mayor thereof, on the 9th day of February, A.D. 1900, as amended by any and all ordinances subsequent thereto, be and the same is

hereby amended, so that the "4th" article of said Section 4 shall read as follows;

4th. For each circus, or circus and menagerie, or circus and menagerie and side-show or shows, combined, Thirty-five Dollars for each day.

For each carnival, Thirty-five Dollars per day.

For concerts, variety or minstrel shows or other entertainments of the fourth class, Three Dollars for each day.

This ordinance shall take effect and be in force from and after ten days after its passage, approval and publication as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof, this seventh day of August, A.D. 1909.

C. E. Bradt
Mayor

Attest: C. G. Bodman
City Clerk.

Published in the DeKalb Daily Chronicle
of Aug. 18, 1909.

ORDINANCE AMENDING INTOXICATING LIQUORS NUISANCE ORDINANCE.

AN ORDINANCE, amending an ordinance entitled, "An Ordinance declaring any place, within the city limits of the city of DeKalb, Illinois, where intoxicating, malt, vinous, mixed or fermented liquors are kept for sale or are sold or given away, a nuisance and providing a penalty against certain persons for neglecting or refusing to abate the same upon notice so to do," passed by the City Council of said City and approved by the Mayor thereof, on the fifth day of June, A.D. 1909. Ordinance Amending Intoxicating Liquors Nuisance Ordinance.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That an ordinance entitled, "An Ordinance declaring any place, within the city limits of the City of DeKalb, Illinois, where intoxicating, malt, vinous, mixed or fermented liquors are kept for sale or are sold or given away, a nuisance and providing a penalty against certain persons for neglecting or refusing to abate the same upon notice so to do," passed by the City Council of said City and approved by the Mayor thereof, on the fifth day of June, A.D. 1909, be and the same is hereby amended by adding thereto the following:

Provided that nothing herein contained, shall be construed to forbid or prevent the sale of intoxicating, malt, vinous, mixed or fermented liquor or liquors, by any druggist to whom a permit for the sale of the same has been granted, by the City Council of said city, so long as the sale thereof shall be in accordance with and under the conditions of any and all ordinances of said city, providing for the sale of intoxicating, malt, vinous, mixed or fermented liquor or liquors, by druggists, during the time that said permit shall be in full force and effect.

Passed by the City Council of said City and approved by the Mayor thereof, this seventh day of August, A.D. 1909.

C. E. Bradt
Mayor

Attest:- C. G. Bodman
City Clerk.

WATER METER ORDINANCE.

AN ORDINANCE, in relation to the use of water furnished by the City of DeKalb, Illinois, and requiring the installing of meters where such water is used for certain specified purposes, and providing a penalty for failing to install the same. Water Meter Ordinance.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That in addition to those places or premises where the installing of a water meter is now required by the ordinances of the City of DeKalb, Illinois, in connection with the use of water furnished by said City, water meters shall be installed at all places or premises hereinafter designated, on or before the first day of October, A.D. 1909.

1st. Any and all places or premises where City water is used for the purpose of flushing water closets.

2d. Any and all places or premises where City water is used for the purpose of flushing urinal bowls.

All meters required by this ordinance shall be in accordance with the requirements of all ordinances of said City, in relation to water meters, and shall be installed as required by the ordinances of said City, and the water used

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through the same shall be paid for at the time and at the rate established by the City ordinances for water used through meters.

Users of City water, coming within the provisions of this ordinance, shall be subject to all existing ordinances of said City, regulating, controlling, or providing penalties, in connection with the use of City water.

Any person, persons or corporation, using City water, furnished by said City, for any of the purposes mentioned in this ordinance, after the first day of October, A.D. 1909, without first having installed a meter as required by this ordinance, shall upon conviction thereof be fined not less than Five Dollars nor more than One Hundred Dollars for each offense.

That part of the ordinances of said City, in relation to the rates to be charged for City water, which establishes a rate for the use of City water, to be used for the purposes herein mentioned, other than through the use of meters, is hereby repealed.

This ordinance shall take effect and be in force from and after ten days after its passage, approval, and publication as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof, this sixteenth day of August, A.D. 1909.

C. E. Brault
Mayor.

Attest:- L. G. Bodman
City Clerk.

Published in the DeKalb Daily Chronicle
of Monday, Aug. 16, 1909, on page 8.

SIDEWALK ORDINANCES OF 1 9 0 9.

June 19, 1909.

Ordinances in the usual form were passed, ordering sidewalks of standard width constructed as follows:

No. 1 Upon and along the North side of East Main Street, in front of the following described lots, tracts or parcels of land, to-wit:

Beginning at the south-east corner of Martin Dodge's Land, being a point three chains and eighty-two links south 65 degrees and 10 minutes east of the west section line of Section Twenty-four (24) Township 40 North, Range Four East of the Third P.M., said point being designated by a stone planted in the center of the State Road from DeKalb to Cortland, and running thence North 10 degrees east on the East line of said Dodge's Land one thousand sixty-four and one-half feet to a quarry stone planted on the south line of the Chicago & Northwestern R.R. Co's. Land, thence south along said R.R. Co's Land, south eighty-three degrees and forty-eight minutes, east three hundred sixty-one and one-half feet, thence south ten degrees and eight minutes, west eleven hundred thirty-nine and two-tenths feet to a stone in the center of said State Road, thence north seventy-one degrees and fifty-five minutes, west three hundred sixty-one and one-half feet to the place of beginning, except however that portion of above land lying within the boundaries of the said State Road.

No. 2 Upon and along the North side of Garden Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lot Eight (8) of Block Thirty-four (34) of Russell Huntley's Addition to the City of DeKalb, Illinois.

No. 3 Upon and along the North side of Garden Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Five and Six of Block Twenty of the Original Village (now City) of DeKalb, Illinois.

No. 4 Upon and along the North side of Garden Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Five (5) and Six (6) of Block Fifty-five of Russell Huntley's Addition to the City of DeKalb, Illinois.

No. 5 Upon and along the North side of South Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Ten (10) and Eleven (11) of Block Two (2) of Taylor's Addition to the City of DeKalb, Illinois.

No. 6 Upon and along the West side of Ellwood Avenue, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Seven (7), Eight (8), Nine (9), Ten (10), Eleven (11), and Twelve (12) of Block Five of Taylor's Addition to the City of DeKalb, Illinois.

No. 7 Upon and along the East side of Haish Avenue, in front of the following described lots, tracts, or parcels of land, to-wit:

Lot One (1) and the North 19 feet of Lot Two (2) of Block Two (2) of Norton and Hudson's Addition to the City of DeKalb, Illinois.

No. 8 Upon and along the East side of Twelfth Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Eight (8), Eleven (11), Thirteen (13), and Fourteen (14) of Block Four (4) of W.L. Ellwood's Addition to the City of DeKalb, Illinois.

No. 9 Upon and along the East side of Thirteenth Street, in front of the following described lots, tracts or parcels of land, to-wit:

Eight (8), Eleven (11), Twelve (12), Thirteen (13), and Fourteen of Block Three (3) of W. L..Ellwood's Addition to the City of DeKalb, Illinois.

No. 10 Upon and along the South side of Garden Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots One (1) and Ten (10) of Block Six (6) in the Original Village, (now City) of DeKalb, Illinois.

No. 12 Upon and along the West side of Fourteenth Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lot One (1) of Block Fourteen (14) of W. L. Ellwood's Addition to the City of DeKalb, Illinois, and Lot Thirteen (13) of Block One (1) of Rew's Addition to the City of DeKalb, Illinois.,

No. 13 Upon and along the North side of Lewis Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lot Eight (8) of Block One (1) of Mrs. M. A. Eddy's Addition to the City of DeKalb, Illinois, and Lot Seven (7) of Block Four (4) of Mrs. M. A. Eddy's Addition to the City of DeKalb, Illinois.

No. 14 Upon and along the East side of North Eighth Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Four (4), Five (5), Six (6), Seven (7), and Eight (8) of Block Thirteen (13) of Gilson's Addition to the City of DeKalb, Illinois.

No. 15 Upon and along the South side of Lewis Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots One (1) of Block Two (2) of Mrs. M. A. Eddy's Addition to the City of DeKalb, Illinois, and Lot One (1) of Block Three (3) of Mrs. M. A. Eddy's Addition to the City of DeKalb, Illinois.

No. 17 Upon and along the West side of South Seventh Street, in front of the following described lots, tracts or parcels of land, to-wit:

Block Fifty-eight (58) ofRussell Huntley's Addition to the City of DeKalb, Illinois.

No. 18 Upon and along the North side of South Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Seven (7) and Eight (8) of Block Nineteen (19) of Russell Huntley's Addition to the City of DeKalb, Illinois.

No. 19 Upon and along the North side of South Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Five (5) and Six (6) of Block Six (6) in the Original Village, (now City) of DeKalb, Illinois.

July 10, 1909.

Ordinances in the usual form were passed, ordering sidewalks of standard width constructed as follows:

No. 1 Upon and along the South side of Garden Street, in front of the following described lots, tracts or parcels of land, to-wit:

Commencing at the intersection of the South side of Garden Street with the West side of First Street and running thence westerly along the south side of Garden Street to Haish Avenue, thence southerly along the East side of Haish Avenue twenty-six feet, thence easterly and parallel to said Garden Street to First Street, thence northerly along the west line of First Street to the place of beginning.

No. 2 Upon and along the North side of East Main Street, in front of the following described lots, tracts or parcels of land, to-wit:

Commencing at a point at the intersection of the west North andSouth Quarter Quarter Section Line of Section Twenty-four, Tp. 40 N., R. 4 East of the Third P.M., with the North Line of East Main Street and running thence northerly along said Quarter Quarter Section Line one hundred fifty feet, thence westerly and parallel to said East Main Street five hundred fifty feet, thence southerly and parallel to said Quarter Quarter Section Line one hundred fifty feet, thence easterly along said north line of East Main Street five hundred and fifty feet to the place of beginning.

No. 3 Upon and along the East side of North Tenth Street, in front of the following described lots, tracts or parcels of land, to-wit:

The north ten (10) feet of the south twenty-five (25) feet of Lot Six (6) of Block Fifteen (15) of Gilson's Addition to the City of DeKalb, Illinois.

No. 4 Upon and along the West side of Ellwood Avenue, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Two (2), Three (3), Four (4), and Five (5) of Block Five (5) of Taylor's Addition to the City of DeKalb, Illinois.(Width of walk to be 5 ft.)

No. 5 In front of Lot Two (2) of Block One (1) of Mrs. M. A. Eddy's Addition to the City of DeKalb, Illinois, and Lot One (1) of Block Four (4) of Mrs. M. A. Eddy's Addition to the City ofDeKalb, Illinois.

No. 6 Upon and along the South side of South Street and the East side of Ellwood Avenue, in front of the following described lots, tracts, or parcels of land, to-wit:

Lot Twenty-five (25) of Block Four (4) of Taylor's Addition to the City of DeKalb, Illinois. (Width of walk to be five feet.)

No. 7 Upon and along the West side of Ellwood Avenue, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Eight (8), Nine (9), Ten (10), Eleven (11), Twelve (12), Thirteen (13), Fourteen (14), and Fifteen (15), of Block Six (6) of Taylor's Addition to the City of DeKalb, Illinois. (Walk to 5 ft. wide.)

No. 8 Upon and along the East side of Leonard Avenue, in front of the following described lots, tracts or parcels of land, to-wit:

Seventeen (17), Eighteen (18), Nineteen (19), Twenty (20), Twenty-one (21), Twenty-two (22), Twenty-three (23), Twenty-four (24), Twenty-five (25), Twenty-six (26), Twenty-seven (27), Twenty-eight (28), Twenty-nine (29), Thirty (30), and Thirty-one (31) of Block Nine (9) of Taylor's Addition to the City of DeKalb, Illinois. (Width of walk to be 5 ft.)

No. 9 Upon and along the North side of East Main Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lot Seventy-two (72) of County Clerk's Sub-division of Block Fourteen (14) of the Original Village (now City) of DeKalb, Illinois. (Width of walk to be 6 ft.)

No. 10 Upon and along the North side of East Main Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lot Seventy-three (73) of County Clerk's Sub-division of Block Fourteen (14) of the Original Village (now City) of DeKalb, Illinois. (Width of walk to be 12 ft., and to be laid with inside edge on street line of lot.)

No. 11 Upon and along the East side of South Seventh Street, in front of the following described lots, tracts or parcels of land, to-wit:

Commencing at the intersection of the East line of South Seventh Street with the South line of Garden Street and running thence southerly along the East line of South Seventh Street to the South line of Section Twenty-three, Tp. 40, N., R. 4 E of the Third P.M., thence easterly along said South line of Section Twenty-three one hundred fifty-six feet, thence northerly and parallel to the said East line of South Seventh Street to the said South line of Garden Street and thence along the said South line of Garden Street to the place of beginning.

No. 12 Upon and along the East side of North Eleventh Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Two (2), Three (3), Four (4), Five (5), Six (6), Seven (7), Eight (8), and Nine (9) of Block One (1) of Bradt and Shipman's Addition to the City of DeKalb, Illinois.

No. 13 Upon and along the South side of Lewis Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots One (1) and Two (2) of Block One (1) of Bradt and Shipman's Addition to the City of DeKalb, Illinois, also in front of Lot One (1) of Block Six (6) of W. L. Ellwood's Addition to the City of DeKalb, Illinois.

No. 14 Upon and along the South side of Lewis Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lot Fourteen (14) of Block Four (4) of Bradt and Shipman's Addition to the City of DeKalb, Illinois.

No. 15 Upon and along the West side of North Eleventh Street, in front of the following described lots, tracts or parcels of land, to-wit:

Commencing at the North-east corner of Lot Ten (10) of Block Two (2) of Gilson's Addition to the City of DeKalb, Illinois, and running thence Northerly along the West line of Eleventh Street one hundred fifty feet, thence westerly sixty feet, thence southerly and parallel to said Eleventh Street one hundred fifty feet to the North line of said Lot Ten (10) of Block Two (2) of Gilson's Addition thence easterly along said North line of Lot Ten (10) of Block Two (2) of Gilson's Addition sixty feet to place of beginning, also in front of Lot Ten (10) of Block Two (2) of Gilson's Addition to the City of DeKalb, Illinois.

No. 16 Upon and along the North side of Pleasant Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lot Ten (10) of Block Four (4) of Gilson's Addition to the City ofDeKalb, Illinois, Lots Six (6), Seven (7), Eight (8), Nine (9), and Ten (10), of Block Three (3) of Gilson's Addition to the City of DeKalb, Illinois, and the land between Pleasant Street Blocks Three (3) and Four (4) of Gilson's Addition to the City of DeKalb, Illinois, and the North line of said Block Four (4) produced Easterly.

No. 17 Upon and along the South side of North Street in front of the following described lots, tracts or parcels ofland, to-wit:

Lot One (1) of Block Nine (9) of Lewis Huntley's Addition to the City of DeKalb, Illinois.

No. 18 Upon and along the South side ofNorth Street in front of the following described lots, tracts or parcels of land, to-wit:

Lots One (1) and Nine (9) of Block Eight (8) of Lewis Huntley's Addition to the City of DeKalb, Illinois.

17

No. 19 Upon and along the South side of North Street, in front of the

following described lots, tracts or parcels of land, to-wit:

Lot Ten (10) of Block Seven (7) of Lewis Huntley's Addition to the City of DeKalb, Illinois.

No. 20 Upon and along the North side of State Street, in front of the following described lots, tracts or parcels of land, to-wit:

Lots Ten (10), Eleven (11), Twelve (12), and Thirteen (13) of Block Twelve (12) of W. L.Ellwood's Addition to the City of DeKalb, Illinois.

Aug. 7, 1909.

An ordinance in the usual form was passed, providing for the construction of a cement sidewalk on the West side of North Tenth Street, in front of Lot Seven (7) of Block Three (3) of Townsend Place Addition to the City of DeKalb, Illinois.

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AMENDING SEWER AND DRAIN ORDINANCE.

AN ORDINANCE, amending Section One of Chapter Forty-seven of the Revised Ordinances of the City of DeKalb, Illinois, as revised by an ordinance passed by the City Council of said City and approved by the Mayor thereof, on the 9th day of February, A.D. 1900.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb, and State of Illinois:-

That Section One, of Chapter Forty-seven of the Revised Ordinances of the City of DeKalb, Illinois, as revised by an ordinance passed by the City Council of said City and approved by the Mayor thereof, on the 9th day of February, A.D. 1900, be amended so as to read as follows:

Section 1. Any person desiring to do business in connection with the sewers and drains of the City of DeKalb, as a sewer builder or drain layer, shall first obtain a license as such sewer builder or drain layer from the Mayor, and shall pay a fee of Two Dollars therefor to the City Clerk for the use of said City; and no person shall receive such license who shall not have attained the age of twenty-one years and shall not furnish satisfactory evidence of his responsibility and skill to carry on his trade in accordance with the rules and regulations of theCity Council and the ordinances of the City.

Passed by the City Council of said City and approved by the Mayor thereof, this fourth day of September, A.D. 1909.

C. E. Bradt
Mayor

Attest:- C. G. Bodman
City Clerk.

Published in the DeKalb Daily Chronicle
of Sept. 8, 1909, on page 8.

18

SPECIAL ELECTION ORDINANCE.

Special Election Ordinanc

AN ORDINANCE providing for a special election to determine the question of the annexation of certain contiguous territories to the City of DeKalb, Illinois.

Whereas, a petition signed by a majority of the legal voters and by a majority of the property owners in the following described territory, contiguous to the City of DeKalb, Illinois, has been filed in the office of the City Clerk of said City requesting that the question ofthe annexation to said City of the following described territory, to-wit:

Commencing at the intersection of the west line of said City with the north line of the right-of-way of the Chicago & Northwestern Railway Company, and running thence westerly, along said right-of-way line, to the quarter-quarter ($\frac{1}{4}$-$\frac{1}{4}$) section line on the west half ($\frac{1}{2}$) of Section Twenty-two (22) in Township Forty (40) north, Range four (4) east of the Third Principal Meridian; thence north, on said quarter-quarter ($\frac{1}{4}$-$\frac{1}{4}$) section line, to a point four hundred (400) feet north of the south line of Section fifteen (15), in said Township; thence east, parallel to the south line of said Section Fifteen (15), to the east line of Block "E" in Garden Place Addition to DeKalb, DeKalb County, Illinois, as shown by a recorded plat thereof; thence southerly along the easterly line of said Block "E" to the center line of Lucinda Avenue in said Garden Place Addition; thence east, along the center line of Lucinda Avenue, to the west line of said City; thence southerly along the westerly line of said City, to the place of beginning; be submitted to a vote of the people of said City.

And, whereas, a petition signed by majority of the legal voters, and by a majority of the property owners in the following described territory contiguous to the City of DeKalb, Illinois, has been filed in the office of the City Clerk of said City requesting that the question of the annexation to said City of the following described territory, to-wit:

Lots "E" and "H" of Sharp's Sub-division of a part of the South-east quarter (S.E. $\frac{1}{4}$) of Section Fourteen (14) Township Forty (40) North, Range Four (4) east of the Third Principal Meridian, also John G. Davy Addition, also Out-lot "A" and private alley South and adjoining Out-lot "A" and Blocks One (1), Two (2), Three (3), Four (4), and Five (5) in Langlois & Townsend's Third Addition, DeKalb, Illinois on Section Fourteen (14), be submitted to a vote of the people of said City.

And,whereas, there is no regular election in and for said City within ninety (90) days of the date of the presentation of said petition,

NOW THEREFORE, Be It Ordained by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That a special election be and the same is hereby called to be held in and for said City upon the first day of March, A.D. 1910, and that the following questions shall be submitted to the voters of said City at said special election.

First. Shall the following described territory, to-wit:

Commencing at the intersection of the west line of said City with the north line of the right-of-way of the Chicago & Northwestern Railway Company, and running thence westerly along said right-of-way line, to the quarter-quarter ($\frac{1}{4}$-$\frac{1}{4}$) section line on the west half ($\frac{1}{2}$) of Section Twenty-two (22) in Township Forty (40) north, Range four (4) eastof the Third Principal Meridian; thence north on said quarter-quarter ($\frac{1}{4}$-$\frac{1}{4}$) section line, to a point four hundred (400) feet north of the south line of Section Fifteen (15) in said Township; thence east parallel to the south line of said Section Fifteen (15), to the east line of Block "E" in Garden Place Addition to DeKalb, DeKalb County, Illinois, as shown by a recorded plat thereof; thence southerly along the easterly line of said Block "E" to the center line of Lucinda Avenue in said Garden Place Addition; thence east along the center line of said Lucinda Avenue to the west line of said City; thence southerly along the westerly line of said City to the place of beginning; be annexed to the City of DeKalb, Illinois.

Second. Shall the following described territory, to-wit:

Lots "E" and"H" of Sharp's Sub-division of a part of the South-east quarter (S.E. $\frac{1}{4}$) of Section Fourteen (14) Township Forty (40) North, Range Four (4) East of the Third Principal Meridian, also John G. Davy Addition, also Out-lot "A" and private alley south and adjoining Out-lot "A" and Blocks One (1), Two (2), Three (3), Four (4), and Five (5), in Langlois & Townsend's Third Addition, DeKalb, Illinois, on Section Fourteen (14), be annexed to the City of DeKalb, Illinois.

The various polling places for said election, and the judges and clerks of election shall be as follows:-

FIRST WARD.

Judges	Clerks
J.T. Bowles	Chas. Camp
F. J. Flusch	John Taylor
F. M. Newsham	Frank Cornell

Polling place, Duffey's Store on So. First Street.

SECOND WARD

Judges	Clerks
Arthur Hiland	Tom Oleson
Geo. Holmes	John Lundberg
Ernest Collin	Arthur Anderson

Polling place No. 127 E. Main Street.

THIRD WARD

Judges	Clerks
Aug. Nelson	Verne Woodard
Fred Baier	Victor Strem
Frank Fowler	Harrison Seeley

Polling place Finnish Temperance Hall on North Eleventh Street.

FOURTH WARD

Judges	Clerks
R. D. Spicer	C. I. Dickerman
C. Boardman	H.D. Hunt
Jo. Hudson	Roy Spicer

Polling place Terwilliger's barn on So. Seventh St.

FIFTH WARD

Judges	Clerks
Geo. E. Bristow	D. S. Crego
W. J. Hope	A.C. Hinds
Samuel Peterson	Roy Goodyear

Polling place, City Hall on South Second Street.

This ordinance shall take effect and be in force from and after its passage and approval as provided by law, and the City Clerk is hereby directed to give notice of said election, pursuant to the statute in such case made and provided.

Passed by the City Council of said City, and approved by me this eighth day of January, A.D. 1910.

G. E. Bradt
.....
Mayor

Attest:-

C. J. Bideman
.....
City Clerk.

20

ANNEXATION ORDINANCE.

AN ORDINANCE, annexing certain territory to the City of DeKalb, Illinois.

Annexatic
Ordinance

WHEREAS, the question of the annexation of the territory hereinafter described, to the City of DeKalb, Illinois, was in accordance with an ordinance of said city, submitted to the voters of said city at a special election held for that purpose on the 1st day of March, 1910, in the manner prescribed by law, and,

WHEREAS, the questions of the annexation of said hereinafter described territory did receive a majority of all the votes cast at said election in favor thereof,

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, and State of Illinois, that the following described territory, to-wit:

Lots "E" and "H" of Sharp's Sub-division of a part of the south-east quarter (S.E. $\frac{1}{4}$) of Section Fourteen (14), Township Forty (40) North, Range Four (4) east of the Third Principal Meridian, also John G. Davy Addition, also Out-lot "A" and private alley south and adjoining Out-lot "A" and Blocks One (1), Two (2), Three (3), Four (4), and Five (5), in Langlois and Townsend's Third Addition, DeKalb, Illinois, on Section Fourteen (14), and to-wit:

Commencing at the intersection of the West line of said City with the north line of the right-of-way of the Chicago & Northwestern Railway Company, and running thence westerly along said right-of-way line, to the quarter-quarter ($\frac{1}{4}$-$\frac{1}{4}$) section line on the west half ($\frac{1}{2}$) of Section Twenty-two (22) in Township Forty (40) north, Range Four (4), east of the Third Principal Meridian; thence north on said quarter-quarter ($\frac{1}{4}$-$\frac{1}{4}$) section line, to a point four hundred (400) feet north of the south line of Section Fifteen (15), in said Township; thence east parallel to the south line of said Section Fifteen (15), to the east line of Block "E" in Garden Place Addition to DeKalb, DeKalb County, Illinois, as shown by a recorded plat thereof; thence southerly along the easterly line of said Block "E" to the center line of Lucinda Avenue in said Garden Place Addition; thence east along the center line of said Lucinda Avenue to the west line of said City; thence southerly along the westerly line of said City to the place of beginning,

Be and the same are hereby annexed to the City of DeKalb, Illinois, in accordance with the laws in such case made and provided, and the corporate limits of said city be, and the same are hereby extended so as to include the above described territories.

The City Clerk of said city is hereby directed to file in the office of the Recorder of Deeds of DeKalb County, Illinois, within 60 days of the date hereof, a copy of this ordinance, together with an accurate map duly certified by the Mayor of said city, of the territory herein described and annexed, to see that the same is duly recorded.

That this ordinance shall be in full force and effect from and after its passage and approval.

Passed by the City Council of said city and approved by the Mayor thereof, this fifth day of March, A.D. 1910.

C. E. Brand
Mayor

Attest:-
C. G. Bodman
City Clerk

ANNUAL CITY ELECTION ORDINANCE.

AN ORDINANCE providing for the annual city election of April, 1910.

Annual
City
Electior
Ordinanc

BE It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb, and State of Illinois:

Section 1. That at the annual city election to be held in and for said city upon the nineteenth day of April, A.D. 1910, same being the third Tuesday of said month, there shall be elected one alderman for each of the five wards of said city.

The various polling places for said election and the Judges and Clerks of election shall be as follows:

FIRST WARD

Judges	Clerks
J. T. Bowles	Frank Cornell
F. J. Flusch	John Taylor
Chas. Camp	F. M. Newcomb

Polling place Duffey's Store

SECOND WARD

Judges	Clerks
Arthur Hiland	Harry Hall
Geo. Holmes	John Lundberg
Ernest Collin	Arthur Anderson

Polling place 347 East Main Street

THIRD WARD

Judges	Clerks
Aug. Nelson	Nick May
Fred Baier	Victor Strem
Frank Fowler	Harrison Seeley

Polling place Finnish Temperance Hall
on North Eleventh Street.

FOURTH WARD

Judges	Clerks
R.D. Spicer	C. I. Dickerman
C. Boardman	H.D. Hunt
Geo. Bristow	Roy Spicer

Polling place Bristow's barn on
South Seventh Street.

FIFTH WARD.

Judges	Clerks
Elmer Embree	D. S. Crego
W. J. Hope	A.C. Hinds
Samuel Peterson	W.W. Hyde

Polling place City Hall, on South Second Street.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval as provided by law, and the City Clerk is hereby directed to give notice of said election pursuant to the statutes in such case made and provided.

Passed by the City Council of said city and approved by the Mayor thereof, this fifth day of March, A.D. 1910.

C. E. Bradt
.....
Mayor

Attest:- G. J. Bodman
.....
City Clerk.

22

WATER WORKS EXTENSION BOND ORDINANCE.

Water Works Extension Bond Ordinance

AN ORDINANCE authorizing an issue of $9,500 Bonds of the City of DeKalb, Illinois, dated May 1, 1910; maturing $3,000 May 1, 1921, $3,000 May 1, 1922, $3,500 May 1, 1923, bearing interest at the rate of 4½% per annum, payable semi-annually, for the purpose of providing funds for the extension of the Waterworks system of said city; prescribing form for such bonds and interest coupons to be attached thereto,and providing for the levy of a direct annual tax sufficient to pay the interest upon such bonds as it accrues and the principal at maturity.

BE IT ORDAINED by the City Council of the City of DeKalb:

Section 1. That for the purpose of providing funds for the extension of the Waterworks system of the City of DeKalb, there are hereby authorized to be issued nineteen (19) Waterworks Extension Bonds of Five Hundred Dollars ($500) each, numbered One (1) to Nineteen (19) inclusive, dated the first day of May, 1910, and bearing interest, evidenced by coupons, at the rate of Four and One-Half (4½) Per Centum per annum, payable semi-annually. Said bonds shall become due as follows:

Numbers One (1) to Six (6) inclusive, aggregating Three Thousand Dollars ($3,000) on May 1, 1921;
Numbers Seven (7) to Twelve (12) inclusive, aggregating Three Thousand Dollars ($3,000) on May 1, 1922;
Numbers Thirteen (13) to Nineteen (19) inclusive, aggregating Three Thousand Five Hundred Dollars ($3,500) on May 1, 1923.

Both principal and interest of said bonds shall be made payable at Harris Trust and Savings Bank, Chicago.

Section 2. The bonds and coupons hereby authorized shall be in substantially the following form:

UNITED STATES OF AMERICA

No._____ STATE OF ILLINOIS $500

CITY OF DE KALB

WATERWORKS EXTENSION BOND OF 1910.

KNOW ALL MEN BY THESE PRESENTS, that the City of DeKalb, in the County of DeKalb and State of Illinois, for value received hereby promises to pay to bearer the sum of Five Hundred Dollars ($500) lawful money of the United States of America on the first day of May, 19___, with interest thereon from the date hereof at the rate of Four and One-Half (4½) Per Centum per annum, payable semi-annually on the first day of May and of November in each year, on presentation and surrender of the attached interest coupons as they severally mature; both principal and interest payable at Harris Trust and Savings Bank, in the City of Chicago, Illinois. And for the prompt payment of this bond, both principal and interest as aforesaid, the full faith, credit and resources of said City are hereby irrevocably pledged.

This bond is issued for the purpose of providing funds to extend the Waterworks system of the City of DeKalb, Illinois, under authority of Chapter 24 of the Revised Statutes of the State of Illinois and of an ordinance of the City Council of said City duly passed, and is further authorized by an election duly called and held.

And it is hereby certified and recited that all conditions, things and acts required by law to exist, to be or to be done precedent to and in the issuance of this bond, have been, have existed and have been performed in due form and time and that the indebtedness of said City, including this bond, does not exceed any limitation imposed by law, and that provision has been made for the collection of a direct, annual tax sufficient to pay this bond and the interest thereon as the same mature.

IN WITNESS WHEREOF the City of DeKalb, Illinois, by and through its City Council, has caused this bond to be signed by its Mayor, attested by its City Clerk, and the seal of said City to be affixed hereto, and the coupons to be signed by said officers, this first day of May, 1910.

C. E. Bradt
Mayor

Attest: C. J. Bodman
City Clerk

COUPON

$11.25

On the first day of _____, 19___, the City of DeKalb, Illinois, will pay to bearer Eleven Dollars and Twenty-Five Cents, at Harris Trust and Savings Bank, in the City of Chicago, Illinois, for semi-annual interest due that day on its Waterworks Extension Bond, dated May 1, 1910, No._____.

C. E. Bradt
Mayor

Attest: C. J. Bodman
City Clerk.

Section 3. That the interest maturing on said bonds on November 1, 1910, shall be paid out of the General Fund of said city and that for the purpose of reimbursing said General Fund and in order to provide for the collection of a direct, annual tax sufficient to pay the interest on said bonds as it falls due and also to pay and discharge the principal thereof at maturity, there be and there is hereby levied upon all taxable property in said City the following direct, annual tax, to-wit:

For the year 1910 a tax sufficient to raise the sum of $641.25, being $213.75 for the reimbursement of the General Fund, as aforesaid, and $427.50 for interest maturing in 1911;

For the year 1911 a tax sufficient to raise the sum of $427.50 for interest maturing in 1912;

For the year 1912 a tax sufficient to raise the sum of $427.50 for interest maturing in 1913;

For the year 1913 a tax sufficient to raise the sum of $427.50 for interest maturing in 1914;

For the year 1914 a tax sufficient to raisethe sum of $427.50 for interest maturing in 1915;

For the year 1915 a tax sufficient to raise the sum of $427.50 for interest maturing in 1916;

For the year 1916 a tax sufficient to raise the sum of $427.50 for interest maturing in 1917;

For the year 1917 a tax sufficient to raise the sum of $427.50 for interest maturing in 1918;

For the year 1918 a tax sufficient to raise the sum of $427.50 for interest maturing in 1919;

For the year 1919 a tax sufficient to raise the sum of $427.50 for interest maturing in 1920;

For the year 1920 a tax sufficient to raise the sum of $3,360.00, being $360.00 for interest maturing in 1921 and $3,000 for principal maturing on May 1, 1921;

For the year 1921 a tax sufficient to raise the sum of $3,225.00, being $225.00 for interest maturing in 1922 and $3,000 for principal maturing on May 1, 1922;

For the year 1922 a tax sufficient to raise the sum of $3,578.75, being $78.75 for interest maturing May 1, 1923, and $3,500 for principal maturing at that time.

Section 4. The bonds authorized by this ordinance shall not be issued unless this ordinance is approved at the annual election to be held in said City on the 19th day of April, 1910, and it is hereby ordered that due and proper notice of the submission of this ordinance shall be included in the notice of said annual election. The ballots at such election shall have the ordinance providing for the issuance of said bonds printed thereon, and appended thereto shall be the following:

Shall bonds for the purpose of extending the DeKalb Waterworks system, in the sum of Nine Thousand Five Hundred Dollars ($9,500) be issued by the City Council of the City of DeKalb, under the ordinance printed upon this ballot?	YES NO

Section 5. If said bonds are voted as hereinabove provided, the City Clerk shall file a certified copy of this ordinance with the County Clerk of DeKalb County, Illinois, who shall thereafter annually ascertain the rate per centum required to produce and create the tax hereinabove levied for each of said years and extend same for collection upon the tax roll, in connection with the tax levy in each year by said city for general city purposes.

Section 6. This ordinance shall be in force from and after its passage, approval and publication.

Passed by the City Council of said City this 18th day of March, A.D. 1910.

Approved by the Mayor of said City this 18th day of March, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. J. Bodman
City Clerk.

24

Published in the DeKalb Daily Chronicle
March 26, 1910, on page 6.

ORDINANCE AMENDING AURORA, DE KALB & ROCKFORD ELECTRIC TRACTION CO.'S FRANCHISE.

Ordinance Amending Aurora, DeKalb & Rockford Electric Traction Company's Franchise.

Whereas, the Chicago, Aurora & DeKalb Railroad Company has acquired by purchase, all the property, assets, rights, licenses, franchises, and privileges of the Aurora, DeKalb & Rockford Electric Traction Company, and is now the owner, as successor and assignee of said Traction Company, of any and all rights and interests of said Company, if any there may be, under and by virtue of an ordinance, passed by the City Council of the City of DeKalb, Illinois, on the 14th day of October, 1905, and approved by the Mayor thereof on the 19th day ofOctober, 1905, entitled:

"An ordinance granting to theAurora, DeKalb & Rockford Electric Traction Company, a corporation organized and existing under the general railway laws of the State of Illinois, its successors, assigns, and lessees, authority to construct, maintain, conduct and operate its railway in the City of DeKalb, Illinois, and to lay down tracks and erect poles and wires therefor on a portion of East Main Street in said city."

And, whereas, neither said Aurora, DeKalb & Rockford Electric Traction Company, nor said Chicago, Aurora & DeKalb Railroad Company, have complied with the terms of said ordinance in the matter of the operation of said railroad, but therein have made default, and whereas the said City of DeKalb has heretofore declared the bond of said Company forfeited for the reason of the failure of said Company to operate its road in accordance with said ordinance,and

Whereas, the Chicago, Aurora & DeKalb Railroad Company is now desirous of operating said railroad under the franchise heretofore granted to said Aurora, DeKalb & Rockford Electric Traction Company, subject to such amendments to said franchise as the said City of DeKalb, by its Council shall deem fit and proper to enact,

Now, therefore, for and in consideration of the waiving of any and all claims whatever in and to the cash bond of $1000.00 heretofore forfeited by said City as aforesaid, by the said Chicago, Aurora, DeKalb Railroad Company, and for the further consideration of the undertaking upon the part of said Chicago, Aurora & DeKalb Railroad Company to operate a railway in said City of DeKalb under the terms of the said Franchise as amended by any and all ordinances subsequent thereto and as further amended by this ordinance.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That an ordinance entitled, "An ordinance granting to the Aurora, DeKalb & Rockford Electric Traction Company, a corporation organized and existing under the general railway laws of the State of Illinois, its successors, assigns, and lessees, authority to construct, maintain, conduct and operate its railway in the City of DeKalb, Illinois, and to lay down tracks and erect poles and wires therefore on a portion of East Main Street in said City," as amended by any and all ordinances subsequent thereto, be further amended as follows:-

Section 1. The Chicago, Aurora & DeKalb Railroad Company as the successors and assignees of the Aurora, DeKalb & Rockford Electric Traction Company, and hereinafter referred to as the "Company,"

Shall during the year A.D. 1910 take up and relay all paving on said Main Street lying between one and one-half feet on either side of its tracks in said City.

That at the time of the relaying of said paving, said Company shall construct a concrete foundation for said road-bed, the same to be constructed in a manner satisfactory to the City Council of said City of DeKalb, or its authorized representatives.

Section 2. Said Company, during the summer of 1910, shall gravel with a good and sufficient quantity of gravel to the satisfaction of the City Council or its authorized representatives, the wagon road on either side ofits tracks, together with the space between the tracks, along that portion of its right of way, east of the Northern Illinois Railroad tracks, and within the corporate limits of said City.

Section 3. Said Company shall, upon request of the City Council of said City, replace any and all wooden poles erected by it upon or along the streets of said City with proper cement or iron poles. Provided that said Company shall not be required to change said poles within five years of the date hereof.

Provided that nothing herein contained shall be construed to change that portion of the original ordinance requiring steel poles as far east as Seventh Street.

Section 4. That children under the age of five years shall be carried free of charge when accompanied by one passenger having paid the regular fare.

Section 5. Said Chicago, Aurora & DeKalb Railroad Company shall, upon the request of said City Council of said City of DeKalb, issue transfers to passengers entering its cars within the City limits of said City of DeKalb, for passage over any other railroad or railroads operating cars along the streets of said City of DeKalb, and will accept from such other railroad or railroads similar transfers issued to passengers entering cars of such other railroad or railroads within the said City limits. Said transfers shall be good only within the City limits of the said City of DeKalb, and on the first connecting car. Said transfers shall be accepted by said Company and by said railroad or railroads upon the basis that the company receiving such transfer or transfers shall be paid by the Company issuing the same, the sum of 2½¢ for each transfer so received; provided said Chicago, Aurora & DeKalb Railroad Company shall not be required to accept or issue transfers as herein provided until such other railroad or railroads enters into an agreement to likewise issue and accept transfers from and to said Chicago, Aurora & DeKalb Railroad Company on the basis herein provided.

Section 6. Said Company shall carry free of charge within the corporate limits of said City, in addition to those officers named in the original ordinance, all appointive officers of said City.

Section 7. Said Chicago, Aurora & DeKalb Railroad Company shall, before commencing the construction of the work herein provided for, file with the City Clerk of said City, a bond to said City in the penal sum of Five Thousand Dollars, with sureties satisfactory to and to be approved by the Mayor of said City, conditioned for the faithful performance of the conditions, terms and provisions of this amendatory ordinance and all the work herein specified and provided for. Said bond, however, shall not be the limit of the legal liability of the grantee herein, its legal representatives, successors, assigns and lessees under this ordinance, or Section 11 of the ordinance of which this is an amendment.

Section 8. That the Chicago, Aurora & DeKalb Railroad Company, as the successor of the Aurora, DeKalb & Rockford Traction Company, shall be authorized to operate its railroad in accordance with the original grant as amended by any and all ordinances amendatory thereof, as amended by this ordinance upon filing its written acceptance of the same in the office of the City Clerk of said City on or before thirty days from the date of the passage of this ordinance.

Section 9. Nothing herein contained shall be construed to in any way interfere with the action of the City Council in the matter of the forfeiture of the bond heretofore filed by the Aurora, DeKalb & Rockford Traction Company, or to interfere with the possession of the funds in the hands of the said City, growing out of the same. And the Chicago, Aurora & DeKalb Railway Company by the acceptance of this ordinance shall be deemed to have waived and released any and all claim to the same.

Section 10. The rights and privileges hereby granted to the Chicago, Aurora & DeKalb Railroad Company shall be binding upon said City of DeKalb, and shall be binding upon and inure to the benefit of said Chicago, Aurora & DeKalb Railroad Company, its successors, lessees and assigns, upon its legal passage, approval and publication and its acceptance by said Chicago, Aurora & DeKalb Railroad Company.

Passed by the City Council of the City of DeKalb, Illinois, at an adjourned regular meeting thereof held upon the 18th day of March, A.D. 1910.

Approved by the Mayor this 18th day of March, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. J. Bodman
City Clerk.

26

Ordinance regarding throwing rubbish in street.

AN ORDINANCE amending Section 22 of Chapter 34 of the Revised Ordinances of the City ofDeKalb, Illinois as revised by an ordinance passed by the City Council of said City and approved by the Mayor thereof, on the 9th day of February, A.D. 1900.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

That Section 22, of Chapter 34, of the Revised Ordinances of the City of DeKalb, Illinois, as revised by an ordinance passed by the City Council of said City, and approved by the Mayor thereof, on the 9th day of February, A.D. 1900, be and the same is hereby amended so as to read as follows:-

Section 22. It shall be unlawful for any person or persons to throw, cast or put into,drop or leave into or on any street, alley, sidewalk, public place or any enclosed public grounds in the City of DeKalb, Illinois, any stone, missiles, nails, ice, glass, ashes, iron or any other metal or any other article or thing, by which horses, mules or other quadrupeds shall or may be injured or endangered, under a penalty of not less than five dollars nor more than twenty-five dollars for each offense.

Passed by the City Council of said City and approved by the Mayor thereof, this 2d day of April, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. J. Bodurtha
City Clerk.

AN ORDINANCE

AMENDING INTOXICATING LIQUOR ORDINANCE.

Ordinance Amending Intoxicating Liquor Ordinance.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, and State of Illinois:

That an ordinance entitled, "An ordinance prohibiting the sale of intoxicating, malt, vinous, mixed or fermented liquor or liquors, by any and all person or persons, other than druggists to whom permits or licenses have been duly granted as provided by ordinance, and prohibiting the delivery or the taking of orders or the making of agreements for the delivery of intoxicating, malt, vinous, mixed or fermented liquor or liquors, within the limits of the City of DeKalb, in the County of DeKalb, in the State of Illinois," passed by the City Council of said City and approved by the Mayor thereof, on the 12th day of September, A.D. 1908, be and the same is hereby amended, by adding the following to Section Three of said ordinance:

"Provided that nothing herein contained shall be construed to forbid or prevent the sale of intoxicating liquor or liquors by any person or persons, licensed so to do, by the City Council of said City, in accordance with and under the conditions of any ordinance of said City providing for the sale of intoxicating liquors, during the time that such license shall be in full force and effect."

This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof this sixth day of May, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. J. Bodman
City Clerk.

AN ORDINANCE

AMENDING NUISANCE ORDINANCE IN RE INTOXICATING LIQUORS.

Ordinance Amending Nuisance Ordinance In Re Intoxicating Liquors.

AN ORDINANCE, amending an ordinance entitled, "An ordinance declaring any place within the city limits of the City of DeKalb, Illinois, where intoxicating, malt, vinous, mixed or fermented liquors are kept for sale or are sold or given away, a nuisance and providing a penalty against certain persons for neglecting or refusing to abate the same upon notice so to do," as amended by any and all ordinances subsequent thereto.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

That an ordinance entitled, "An ordinance declaring any place within the city limits of the City of DeKalb, Illinois, where intoxicating, malt, vinous, mixed or fermented liquors are kept for sale or are sold or given away, a nuisance and providing a penalty against certain persons for neglecting or refusing to abate the same upon notice so to do," as amended by any and all ordinances subsequent thereto, be further amended, by adding thereto the following section, to be known as Section 4.

Section 4. Provided that nothing herein contained shall be construed to forbid or prevent the sale of intoxicating liquor or liquors by any person or persons, licensed so to do, by the City Council of said City providing for the sale of intoxicating liquors, during the time that such license shall be in full force and effect.

This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of said City and approved by theMayor thereof this sixth day of May, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. J. Bodman
City Clerk.

DRAM SHOP AND BOTTLER'S LICENSE ORDINANCE.

Dram Shop and Bottler's License Ordinance.

AN ORDINANCE, authorizing the issuance of licenses for the sale of intoxicating liquors in certain territory within the corporate limits of the City of DeKalb, and prescribing the terms, conditions, rules and regulations governing the issuance of such licenses and the transaction of business thereunder and fixing penalties for the violation of any said terms, conditions, rules, or regulations.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Section 1. That no person or persons, unless licensed so to do as hereinafter provided, or as agent, servant, clerk or employee or some other person or persons so licensed, shall by him, her or themselves or another or others, directly or indirectly, sell, barter, exchange, give away, dispose of or deliver to any person at any place within the corporate limits of the City of DeKalb, any intoxicating liquor in any quantity, and any person who shall to evade the provisions of this ordinance, by him, her or themselves, another or others, directly or indirectly, barter, exchange, give away or by any shift or device in any manner provide for or furnish to any other person any such intoxicating liquor, shall be deemed guilty of selling such liquor within the meaning of this ordinance.

Section 2. The City Council of said city may, subject to the Revenue Laws of United States, the laws of the State of Illinois and the ordinances of said city, at any regular or special meeting thereof grant licenses to such persons as they may think proper, the number of such licenses, however, not to exceed the number hereinafter stated, to sell within the corporate limits of said city intoxicating liquor at such places or premises as shall be mentioned and specified in such license or licenses, respectively, subject always, however, to the conditions, restrictions, terms and provisions of this ordinance and any and all ordinances of said city in relation to the sale of intoxicating liquor which may at any time be in force during the continuance of said license. Such licenses shall be used only at the place specified in the application therefor and shall not be assignable or transferable without the consent of the City Council of said city.

Provided, however, that no such license or licenses shall be granted to any such person or persons for the transaction of business thereunder at any place of business within said city, situated East of the center line of Seventh street in said city.

Section 3. All licenses to be granted under this ordinance shall be issued in the name of the City of DeKalb, signed by the Mayor and attested by the City Clerk of said city under the corporate seal thereof. And all licenses issued in pursuance of this ordinance or under the provisions hereof, shall contain the recital and express condition that the person accepting the same does so subject to all of the terms, conditions, rules, regulations and restrictions contained in this or any subsequent ordinance of said city relating to the sale of intoxicating liquors, which shall be in force during the term of the continuation of such license. Every such license shall specify the place or premises where the sale of liquor thereby authorized is licensed and the time for which same is granted, which shall not extend beyond the Thirtieth (30th) day of April next after its issuance, and no person or persons shall be deemed authorized to sell or dispose of any such liquor until such license shall have been issued and delivered to him or them.

Section 4. No such license shall be issued under this ordinance until the person or persons applying for the same and to whom the same shall have been granted, shall first give a bond in the penal sum of Five Hundred Dollars ($500.00) payable to the City of DeKalb with at least two good and sufficient sureties, who shall be freeholders of this county, to be approved by the Mayor and conditioned that he, she or they will at all times during the continuance of such license keep an orderly and well regulated house and will in all things observe and comply with all the provisions and requirements of this ordinance and all other ordinances of said city in relation to the sale of intoxicating liquors during the term of such license and will well and truly pay all fines, penalties and costs which such licensee or licensees may incur either in the violation of the provisions of this or any other ordinance of said city in relation to the sale of intoxicating liquors, which bond shall be filed with the City Clerk and retained in his office with the other papers and documents belonging tosaid city. Nor shall any license be issued unless the person or persons applying for the same shall first give a bond in the penal sum of Three Thousand Dollars ($3000.00), payable to the people of the State of Illinois, with at least two good and sufficient sureties, resident freeholders of said county, and in all respects according to and in compliance with the requirements of SECTION 5 of the DRAM SHOP ACT of 1874 of the laws of the State of Illinois, such bond to be approved by the Mayor and filed in the office of the City Clerk for the use of any such person or persons as may at any time have a right to sue thereon. In the event of any or either of the bonds, above provided for, becoming insufficient security for the purposes above mentioned at any time during the continuance of the license in connection with which they shall be executed by reason of the removal ofthe sureties thereon from this county or otherwise, the principal or principals thereon shall furnish new bonds with sureties and conditioned as above provided within two days after notice so to do from the Mayor of said city, failing to do which the Mayor shall at once close such place of business and the same shall remain closed until the filing of such new bonds.

Dram Shop and Bottler License Ordinan Cont

Section 5. Two kinds of licenses may be issued hereunder; one, the regular "DRAM SHOP LICENSE" entitling the person or persons therin named to sell, barter, give away and deliver intoxicating, malt, vinous, mixed, spiritous or fermented liquors in any quantity less than one gallon in the place of business designated in the application for a license; the other, styled the "BOTTLER'S LICENSE" shall entitle the holder or holders thereof to sell, barter, give away and deliver beer or other malt liquors in quantities of not less than twelve (12) pint bottles to any one person, but said beer or malt liquors shall not be permitted or suffered by such licensee under a "BOTTLER'S LICENSE" to be drank in the building, place or premises occupied by the licensee, for or in connection with the carrying on of such business or in any room, building, yard or premises, street, alley or other place of public resort or travel adjacent to or connected therewith.

The license fee to be charged for a "DRAM SHOP LICENSE" shall be at the rate of Twelve Hundred Dollars ($1200.00) per annum and the fee for such "BOTTLER'S LICENSE" shall be at the rate of Three Hundred Sixty Dollars ($360.00) per annum.

Section 6. The number of "DRAM SHOP LICENSES" granted shall not be in excess of one of such "DRAM SHOP LICENSE" for each Eight Hundred (800) of population within the corporate limits of said city.

The "BOTTLER'S LICENSES" granted shall not exceed in number one for each Twenty-four Hundred (2400) of population within the corporate limits of said city.

Section 7. No such license shall be issued unless the person or persons desiring the same shall first make written application therefor signed by him, her or them, stating in what place the business is to be carried on, the period of time the same is to cover and the kind of license desired, nor shall any such license be issued unless the applicant or applicants therefor pay in advance into the City Treasury of said city the license fee provided for by this ordinance, nor unless the City Council is satisfied that the applicant or applicants are suitable and proper persons, that the place where the business is proposed to be conducted is a proper place and the City Council shall decide upon a vote to be taken on roll call by "ayes" and "nays" whether, or not, such application shall be granted and no such license shall be issued unless taken from the date of the granting of the application, as aforesaid, to the end of the fiscal year in which application is made.

Section 8. All places of business licensed under the provisions of this ordinance shall be so constructed that the business shall be transacted in one large room, every part of which shall be open to a clear and unobstructed view from the windows or doors facing the street upon which the same is situated.

No wine rooms or other smaller rooms shall be permitted within the large room as aforesaid.

No permanent or fixed screen, blind, curtain, partition or other device or thing, which shall hinder or prevent a free and unobstructed view of every part of the large room aforesaid, shall be erected, constructed, or maintained.

Provided, however, that during the hours on the days when any place of business licensed hereunder shall be permitted to be open for business, as hereinafter stated, there may be placed across the front of said large room a folding or swinging screen, so constructed that it may be readily folded or swung back against the inner walls of said place of business and when so folded or swung back shall not present to the front or that part of said place of business facing the street a width to exceed twelve (12) inches, measured from the said inner walls to the outside of said screen, on either side of said room.

And the said screen shall be so swung or folded back during all of the time when by the provisions of this ordinance said licensed places shall not be permitted to remain open for business.

And it shall be unlawful and a violation of this ordinance for any person or persons licensed under the provisions of this ordinance to allow or permit his, her or their place of business to be arranged or constructed contrary to the provisions ofthis section at any time during the continuation of his, her or their license.

Section 9. Any and all persons licensed under any ordinance of said city relating to intoxicating liquors shall immediately cause to be posted in some conspicuous part of the room occupied by him, her or them for such business, his, her or their license which shall remain so posted during the continuance thereof.

Section 10. Whoever shall buy or in any manner procure or aid in procuring any wine, rum, brandy, gin, whiskey, beer, hard cider, alcohol or other vinous malt, spiritous, fermented, mixed or intoxicating liquor whatever for any minor without the written order of said minor's parents, guardian or family physician, or shall so procure or aid in procuring any of said liquor for any person intoxicated or who is in the habit of getting intoxicated, whether the person so procuring or assisting in procuring the same shall be a "LICENSED DRAM SHOP" keeper, or not, shall be deemed guilty of a violation ofthis ordinance.

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Section 11. No person or persons licensed hereunder by him, her or themselves, his, her or their agents, servants or employees shall sell or give away any intoxicating liquor to any person intoxicated or to any minor without the written order of such minor's parents, guardian or family physician, nor shall permit any person to play at any game with dice, dominoes, cards, balls orother articles or devices used in gambling or gaming, whether used for gambling, gaming, amusement purposes or otherwise in his, her or their place of business.

Section 12. It shall be unlawful and is hereby declared to be a violation of this ordinance for any person or persons licensed under the provisions hereof, or his, her or their agents, servants or employees or any of them;

To keep the premises mentioned in such license open, on Sunday,or later than 10:00 o'clock P.M. or earlier than 5:30 o'clock A.M. on any week day excepting Saturday, nor earlier than 5:30 A.M. nor later than 11:00 o'clock P.M. on any Saturday, or to keep such premises open on the day of any general , special or municipal election within said city;

To unlock or permit to be unlocked or remain unlocked the doors or any of them leading into or from such place of business mentioned in such license during the hours and upon the days last above mentioned, except for the necessary ingress or egree of himself or themselves, his, her or their agents, servants or employees in his, her or their regular employment in connection with said business, provided that not more than one of said persons shall be permitted to be or remain in said place of business at any one time, or for the admission of the Mayor or any Alderman or any Police Officer of said city, as provided in Section 18 hereof;

To allow or to permit to enter or remain in any such place of business during the hours or upon the days last above mentioned any person other than himself, herself, his, her or their agents, servants or employees in his, her or their regular employment in connection with such business, as above provided, or the Mayor or any Alderman or Police Officer of said city admitted in pursuance of his demand therefor in the line of his duty in the enforcement of the ordinances of said city;

To sell, give away, deal in or in any manner dispose of any spiritous, vinous, fermented or intoxicating liquors during the hours and upon the days last above mentioned;

To sell, give away, permit to be given to or bought for any minor (except upon written order) as hereinabove provided, or any lunatic or distracted person, any such intoxicating liquors or to permit any such persons to loiter or remain in or frequent his, her or their place of business;

To have, keep, erect or maintain any room, screen, blind, curtain, partition or other device or thing which shall hinder or prevent a full and unobstructed view of every part of his place of business from the windows or doors of said place of business facing the street upon which the same is situated, including the screen provided for in Section 8 of this ordinance, except as therein provided, during any of the time when said place of business shall by the provisions of this ordinance be closed;

To have, keep or maintain any table, bench, stool, chair or other like article or thing for the purpose of providing places for patrons or customers to lounge, rest, sit or recline or engage in the playing of cards or other games;

To have, keep, maintain, play upon or permit to be played upon in the room or premises occupied by him, her or them, under such license any musical instrument of any kind, character or description.

Section 13. It shall be unlawful for any minor to loiter, remain in or frequent any saloon, dram shop or other premises conducted or licensed under the provisions of this ordinance, (except upon the written order of the parents, guardian or family physician as above provided) to purchase or attempt to purchase in any such dram shop or other premises conducted and licensed under the provisions hereof any intoxicating liquor or to drink the same therein whether purchased for such minor by himself or by any person for him.

Section 14. No license shall be granted for the conducting of any dram shop in any premises where any interior door, blind waiter, or other device of like or similar nature communicates with, opens upon, leads to or affords access to any other room or rooms upon the same floor or indoor connection with any adjoining building or to any stairway leading from the floor upon which such business is licensed to be conducted, to other floors of the building in which the premises licensed are situated, above the same; nor shall any person licensed under the provisions of this ordinance keep, maintain or suffer to be maintained any such interior door, blind waiter or other device in the premises mentioned in and occupied by him, her, or them under such license during the continuance thereof.

Section 15. It shall be the duty of every person or firm licensed under the provisions of this ordinance within one day after the granting of any such license and after this ordinance shall take effect, to enter or cause to be entered in a well bound book, to be kept by the City Clerk for that purpose, over the signature of such person or firm the name of each person in his or their

regular employment in connection with such business and of every person so employed by him, her or them subsequently thereto during the continuance of said license. And in case of the discontinuance of the employment of any such person so employed during the continuance of such license, it shall be the duty of such licensee to give like notice of such discontinuance within one day thereafter.

Dram Shop and Bottler License Ordinanc Cont.

Section 16. Any person or persons licensed under the provisions of this ordinance, shall, at all times, keep a good and orderly house and any person or persons so licensed who shall keep a noisy, disorderly and ill-governed house in any such place where such person or persons are doing business under such license, shall be deemed guilty of a violation of this ordinance.

Section 17. Druggists or persons whose business it is to sell drugs or medicines shall not be deemed to be within the provisions of this ordinance in selling for purposes purely medicinal, chemical, mechanical or sacramental under a permit so to do granted to them by the City Council of said city.

Section 18. It shall be the duty of every person licensed under the provisions of this ordinance and of his agents, servants or employees in connection with such business to comply promptly with any demand made by the Mayor or any Alderman or Police Officer of said city for admission into the premises for which the license is granted at any time in the line of his or their duty in the enforcement of the ordinances of said city.

And every such licensee shall cause to be kept burning within his place of business a light of at least 16 candle power during all of the time when by the terms of this ordinance the same shall be kept closed. Such light shall be so situated that every part of the said place of business shall be well lighted.

Section 19. Whenever it shall appear to the satisfaction of the Mayor of the City of DeKalb, Illinois, that any licensee hereunder has by himself, herself, themselves, his, her or their agent, servant, or employee, been guilty of a violation of this ordinance by allowing his, her or their place of business to be opened contrary to the provisions of this ordinance, or has in any such manner been guilty of selling, contrary to the provisions of this ordinance, during the time when by the provisions of this ordinance, his, her or their place of business shall be closed, it shall be mandatory upon the Mayor of said city, to immediately revoke the license of such licensee and close up said place of business and said licensee shall be in the same position from that time on as if he, she or they had not taken out any such license.

Whoever shall violate any of the provisions of this ordinance, excepting therefrom the violations as stated in the previous paragraph of this section, shall upon conviction thereof be fined not less than Twenty Dollars ($20.00) nor more than Two HundredDollars ($200.00).

Whenever it shall appear to the satisfaction of the Mayor of the City of DeKalb, Illinois, that any licensee hereunder has been found guilty of a violation of this ordinance, and has subsequent thereto been guilty of another violation of the provisions of thisordinance, other than as stated in the first paragraph of this section, it shall be mandatory upon the Mayor of said city to revoke the license of such licensee and he, she or they shall be in the same condition from that time on as if he, she or they had not taken out any such license.

Section 20. Whenever the license of any person or persons licensed under the provisions of this ordinance shall be revoked by theMayor of said city, as hereinabove provided, all moneys paid upon said license shall be forfeited to the said City of DeKalb, and the Mayor shall report the revocation of the same to the City Council of said city at its next regular session thereafter.

Section 21. This ordinance shall take effect and be in force, from and after ten days after its passage, approval and publication as provided by law, and all ordinances or parts of ordinances, in so far as they conflict with the provisions hereof, are hereby repealed.

Passed by the City Council of said City and approved by the Mayor thereof this sixth day of May, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. J. Bodeman
City Clerk.

Published in the DeKalb Daily Chronicle
of May 7, 1910, on pages 1 and 8.

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ORDINANCE APPOINTING BOARD OF LOCAL IMPROVEMENTS FOR 1910.

AN ORDINANCE appointing the members of the Board of Local Improvements for the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the municipal year ending April 30th, 1911.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

That the Board of Local Improvements, for the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the municipal year ending April 30th, 1911, shall consist of Mayor C. E. Bradt, City Enginner A. R. Russell, and Alderman J. H. Jarboe, Alderman P. N. Joslin, and Alderman Leonard May, and they are hereby designated and appointed the members of said Board.

Passed by the City Council of said City, and approved by the Mayor thereof, this seventh day of May, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. G. Bodman
City Clerk.

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SALARY ORDINANCE.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

That the salary ofthe various City officers and employees of the City of DeKalb, Illinois, for the municipal year ending April 30th, 1911, as to those City officers and employees hereinafter named, be fixed as follows:

City Marshall, ex-officio Chief of Police, $85.00 per month

Members of the Police Department, other than Chief, $70.00 per month.

Fire Marshall, $85.00 per month.

Captain of the Fire Department, $75.00 per month.

Other members ofthe Fire Department, having been in the service for more than six months, $70.00; less than six months $60.00.

All parts of ordinances, in conflict with the provisions hereof, are hereby repealed.

This ordinance shall take effect and be in force, from and after its passage and approval, as provided by law.

Passed by the City Council of said City and approved by theMayor thereof, this 7th day of May, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. G. Bodman
City Clerk.

ORDINANCE AMENDING POOL AND BILLIARD TABLE ORDINANCE.

Ordinance Amending Pool And Billiard Table Ordinance

AN ORDINANCE, amending Section Five of Chapter Eight, of the Revised Ordinances of the City of DeKalb, Illinois, as revised by an ordinance passed by the City Council of said City and approved by the Mayor thereof, on the 9th day of February, A.D. 1900.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, in the State ofIllinois:

That Section Five of Chapter Eight, of the Revised Ordinances of the City of DeKalb, Illinois, as revised by an ordinance passed by the City Council of said City and approved by the Mayor thereof, on the 9th day of February, A.D. 1900, as amended by any and all ordinances of said City, subsequent thereto, be amended so as to read as follows:

Section 5. The fees for an annual license for the purpose named herein shall be as follows:

For pool and billiard tables, $10.00 per annum for the first table and $5.00 for each additional table; for pigeon-hole table, $20.00 per annum; for each pin and ball alley, $15.00 per annum; for each shooting-gallery $25.00 per annum; for each bagatelle table $20.00 per annum; for each Jenny Lind table $20.00 per annum; for each shuffle board, $20.00 per annum.

When any license is issued for less than a year, there shall be paid the number of twelfth parts of the sum fixed for a yearly license, equal to the number of months which will elapse between the date of such issuance and the thirtieth day of April next thereafter; provided, the month in which such license is issued shall be counted in the number of months to elapse.

This ordinance shall take effect and be in force from and after its passage, approval and publication as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof, this seventh day of May, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. J. Bodman
City Clerk.

Published in the DeKalb Daily Chronicle
of May 10, 1910, on page 4.

AN ORDINANCE

RELATING TO THE USE OF FIREWORKS.

Ordinance relating to the use of Fireworks.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Section 1. No person shall at any time discharge or set off anywhere within the city limits ofthe City of DeKalb, Illinois, or have in his possession for such purpose, any toy pistol, toy gun, toy cannon, blank cartridge, firecracker exceeding three inches in length and one-half of an inch in diameter,*any substance consisting of chlorate of potash and sulphur, or device for discharging or exploding such substances by concussion, nor shall any person at any time discharge or set off anywhere within said city, or have in his possession for such purpose, firecrackers or fireworks of any size, which contain any explosive more powerful than black gunpowder.

Section 2. It shall be unlawful for any person, firm, corporation or dealer in such articles, to keep, sell, expose or offer for sale, any of the articles named in Section 1 of this ordinance.

Section 3. Any person violating any of the provisions of this ordinance shall be subject to a penalty of not less than Five Dollars nor more than One Hundred Dollars for each offense, and a separate offense shall be regarded as committed each day during which such person, firm, corporation or dealer shall continue such violation.

* torpedo exceeding three-fourths of an inch in diameter,

Section 4. All ordinances or parts of ordinances, in so far as they conflict with the provisions of this ordinance are hereby repealed.

Passed by the City Council of said City and approved by the Mayor thereof, this sixth day of June, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. J. Bodiman
City Clerk.

Published in the "Dekalb Chronicle" June 6th, 1910.

APPROPRIATION ORDINANCE.

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AN ORDINANCE making appropriations for corporate purposes for the fiscal year of the City of DeKalb, Illinois, from May 1st, 1910 to April 30th, 1911.

30, 1911.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Sec. 1. That the following sums, or so much thereof as may be authorized by law, be and the same are hereby appropriated for the corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the fiscal year of said City, beginning May 1st, 1910, and ending April 30th, 1911, as hereinafter specified:

Salaries	$5000.00
Fire Department	9000.00
Police	8000.00
Streets and Alleys	5000.00
Sidewalks	2000.00
Maintenance of Waterworks	10000.00
Extension of Waterworks	10000.00
Sewer and Drains	10000.00
Street Lighting	8000.00
Public Buildings	2000.00
Health Department	1000.00
Parks	1000.00
Incidentals	3500.00
Board of Local Improvements	5000.00
Public Hospital	2500.00
Public Library	2500.00
Main St. Imp. Bonds, 18, 19, 20 & 21	2000.00
Interest on Main St. Imp. Bonds	100.00
Interest on Waterworks Extension Bonds	275.00
Interest on Pavement Bonds, 1902	640.00
Interest on Engine House Bonds	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Waterworks Bonds, 1908	225.00
Interest on Waterworks Ext. Bonds, 1910	641.25
	$88981.25

Sec. 2. All unexpended balances of any items of any general appropriation made by this ordinance may be expended by making up any deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

Passed by the City Council of said City, and approved by the Mayor thereof, this 2d day of July, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. J. Bodiman
City Clerk.

Published in the "DeKalb Chronicle" July 7th, 1910.

TAX LEVY ORDINANCE---1910

Tax Levy Ordinance 1910.

AN ORDINANCE for the levy and assessment of taxes for corporate purposes of the City of DeKalb, Illinois, for the fiscal year ending April 30, 1911.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Section 1. That the sum of Twenty-nine Thousand, Six Hundred and Ninety-two Dollars and Twenty-five Cents ($29692.25), the same being that part of the total appropriations heretofore made for corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, to be collected from the tax levy of the current year and fiscal year of said City, be and the same is hereby levied and assessed upon all the real and personal property in said City subject to its municipal tax, as the same is levied for state and county taxes for the current fiscal year, the said tax so levied and assessed being for the current fiscal year of said City, and the appropriations for said fiscal year, the total amount of which has been ascertained as follows, by an ordinance passed by the City Council of said City and approved by the Mayor thereof, on the second day of July, A.D. 1910, and published in the DeKalb Chronicle, a daily newspaper of general circulation, printed, published and circulated in said City, County and State, the date of said publication being the 7th day of July, A.D. 1910, the amount of said appropriations being as follows:

Salaries	$5000.00
Fire Department	9000.00
Police	8000.00
Streets and Alleys	5000.00
Sidewalks	2000.00
Maintenance of Water Works	10000.00
Extension of Water Works	10000.00
Sewer & Drains	10000.00
Street Lighting	8000.00
Public Buildings	2000.00
Health Department	1000.00
Parks	1000.00
Incidentals	3500.00
Board of Local Improvements	5000.00
Public Hospital	2500.00
Public Library	2500.00
Main St. Imp. Bonds, 18, 19, 20, & 21	2000.00
Interest on Main St. Imp. Bonds	100.00
Interest on Water Works Extension Bonds	275.00
Interest on Pavement Bonds, 1902	640.00
Interest on Engine House Bonds	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Water Works Bonds of 1908	225.00
Interest on Water Works Extension Bonds, 1910	641.25
	$38981.25

That the remaining amount of said appropriations will be filled and raised from moneys on hand not otherwise appropriated and from other sources of revenue of said City; the total sum so levied and assessed as aforesaid being divided between said items of said appropriation as follows:

Salaries	$3900.00
Fire Department	4000.00
Police	2600.00
Streets & Alleys	2000.00
Sidewalks	300.00
Maintenance of Water Works	500.00
Extension of Water Works	500.00
Sewers & Drains	500.00
Street Lighting	3600.00
Public Buildings	500.00
Health Department	500.00
Parks	400.00
Incidentals	627.00
Board of Local Improvements	700.00
Public Hospital	2292.00
Public Library	2292.00
Main St. Imp. Bonds, 18, 19, 20 & 21	2000.00
Interest on Main St. Imp. Bonds	100.00
Interest on Water Works Extension Bonds	275.00
Interest on Pavement Bonds, 1902	640.00
Interest on Engine House Bonds	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Water Works Bonds of 1908	225.00
Interest on Water Works Extension Bonds, 1910	641.25
	$29692.25

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Section 2. The City Clerk of said City is hereby directed to file with the County Clerk of DeKalb County, Illinois, on or before the third Tuesday of September, A.D. 1910, a copy of this ordinance duly certified by him under the corporate seal of said City, as required by law.

Passed by the City Council of said City and approved by the Mayor thereof, this 3d day of September, A.D. 1910.

C. E. Bradt
Mayor

Attest: C. G. Bodman
City Clerk.

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nds. 1910.

An ORDINANCE providing for the retirement of special assessment bonds.

Be it ordained, by the City Council of the City of DeKalb, County of DeKalb and State of Illinois.

That the Treasurer of said City, shall on or before January 10th 1911, ascertain the amount of special assessments collected and applicable to the payment of bonds of each series unmatured on North and South First Streets, North and South Second Streets, North and South Third Streets, North and South Fourth Streets, South Fifth Street, East Main Street, North Seventh Street, Pleasant Street and Locust Street, respectively, and that he shall select by lot, bonds of series in amount so found by him to be applicable to the payment of bonds on each street, respectively, and that he shall give notice in the DeKalb Daily Chronicle, published in said City, of the number of bonds to be so paid, the series thereof, the assessment to which they relate, and the particular bond so selected to be paid, and that the same shall be paid at the office of the Treasurer of said City on the tenth day of February 1911, and that all of said bonds so selected and advertised by him shall be payable at the office of the City Treasurer on the tenth day of February A.D. 1911, and no further interest shall accrue thereon.

Passed by the City Council of said City and approved by the Mayor thereof, this 3rd day of December A.D. 1910.

C. E. Bradt
Mayor.

Attest:
C. G. Bodman
City Clerk.

AN ORDINANCE granting to the Exchange Telephone Company, its successors,assigns and lessees, the right to construct, maintain and operate a telephone exchange in the City of DeKalb, DeKalb County, Illinois, on the terms, provisions and comditions therein provided.

Be it ordained by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

Exchange Telephone C Ordinance.

SECTION 1. That consent, permission and authority be and are hereby given to the Exchange Telephone Company, a corporation organized under the laws of the State of Illinois, its successors, assigns and lessees, to construct, maintain and operate in the streets, avenues, alleys and public places of the City of DeKalb, the necessary poles, wires, conduits and other fixtures, appliances and apparatus,necessary and convenient for the purpose of supplying to the citizens of said city, and to the public, communication by telephone or other electrical signal, such use to be and continue upon the terms, provisions and conditions in this ordinance contained.

Provided,however, that wherever possible, pole lines shall be erected and maintained in alleys,rather than in streets or avenues; that no pole line shall be placed under this franchise upon Main street between First street and Seventh street, and that no pole lines shall be placed upon any other streets or portions thereof where there are no alleys in which pole lines can be erected, except in the event a permit free of expense to said company to erect and maintain pole lines on the rear line of lots cannot be obtained from lot owners.

SECTION 2. The right hereby granted shall not be exclusive, said city reserving the right to grant similar permission and authority to other corporations or persons for similar purposes.

SECTION 3. Said company shall not unnecessarily obstruct streets, alleys, avenues or other public places. The poles, masts, cross arms, wires and other equipment and apparatus hereby authorizedshall be so placed as to least incommode property owners in said city, The erection and location of poles shall be under the supervision and to the satisfaction of the city council of said city, or its authorized representative. The location of any pole or poles shall be changed bysaid company, at its expense,as directed or ordered, at any time, upon ten days' notice in writing by said city council or its authorized representative. No poles or other apparatus shall be so erected, placed or maintained as to interfere with any shade trees in the parking space on the streets and avenues of said city, whethernow or hereafter planted.

The poles used shall be straight and symmetrical in form,at least thirty feet in height in streets or avenues above the grade of the place where used, and in alleys of a heighth satisfactory to said city council, and all maintained neatly painted. At all points where the wires of said company cross those of any fire alarm, telephone, telegraph or other wires of said city or any person, persons, company or corporation, they shall be placed as to avoid all interference with said last mentioned wires.

SECTION 4. Said company shall forever indemnify and save harmless said city from and against all damages, judgments, costs and expenses which may be caused to or recovered against said city for,by reason of or growing out of the exercise of the rights and privileges hereby granted. And said company upon receipt of proper written notice of the commencement of any action or actions against said city, arising from the exercise by it or of the rights and privileges hereby granted, shall appear and thereafter act as defendant therein, at its own expense. And said company, before commencing construction of its telephone exchange or system in said city hereunder, shall furnish, and at all times thereafter, during the term of this franchise maintain on file with the city clerk of said city, a bond in the penal sum of Five Thousand Dollars, with sureties to be approved by the city council of said city, conditioned for the faithful performance and observance by said company of the terms, provisions and conditions of this ordinance, and indemnifying said city against judgments, damages, costs and expenses recovered against said city as in this section provided. Said fund shall in no wise be considered the amount of the liability of said company.

SECTION 5. Said telephone system shall be completed and in operation within two years from and after the date of passage and approval of this ordinance, failing in which said city reserves, and may thereafter exercise the right of repealing this ordinance and revoking the rights and privileges hereby granted. Provided, however, that any delay caused by litigation having as its object the prevention of construction or operation of said telephone system, or by strikes or inability to procure materials or labor for the construction thereof, not due to the collusive action of said company, shall be added to the time herein allowed for the completion of said system.

SECTION 6. Said company shall furnish first class telephone service to said city and to the public, at a rate not to exceed the rates charged in other cities of substantially the same size for substantially the same quality and character of service.

SECTION 7. Said city shall have the right at any time to attach its fire alarm or police wires to the poles of said company, the same to be so done as not to interfere with the use of such poles by said company and such connections to be made and maintained under the direction of said company. Said city shall also have the right at street intersections to attach street marking signs to the poles of said company.

SECTION 8. Said company shall furnish to said city and install where directed by it, one telephone in the fire station, city clerk's office, police station, city engineer's office and pump stations of said city, for use free of charge by said city and its officials on official business of said city over lines operated by said company in said county, and shall also furnish to said city as many additional telephones as it may require, for the transaction of city business free of charge.

SECTION 9. If for any reason the poles, wires or other apparatus hereafter erected by said company shall cease to be used for the purpose herein indicated, said company shall upon receipt of thirty days' notice in writing from or by direction of the city council of said city, addressed to said company at its principal office and place of business, proceed to take down and remove the same, and upon failure thereafter to proceed with the removal of the same with due diligence, said city shall have the right and authority to cause the same to be removed, and to recover the expense of so doing from said company in an action of debt in any court of competent jurisdiction.

SECTION 10. The rights conferred and conditions, restrictions and provisions imposed by this ordinance, shall extend to and be binding and obligatory upon said company, its successors, assigns and lessees, and said city and its successors, respectively.

SECTION 11. The rights and privileges hereby granted shall be subject to reasonable regulation by said city by ordinances of public nature passed from time to time by said city council, not inconsistent with the rights and privileges h hereby granted.

SECTION 12. The rights and privileges hereby granted shall continue and may be exercised by said company for a period of twenty-five years, from and after the date of passage and approval of this ordinance.

SECTION 13. This ordinance shall take effect and be in force from and after its passage and approval as provided by law, and the filing by said company of its unconditional acceptance of the same in writing with the city clerk of said city; provided, such acceptance shall be so filed within thirty days after the date of passage and approval hereof.

Passed by the city council of said city at a regular meeting thereof held upon the 3rd. day of December A.D. 1910, and approved by me, Mayor of said city, this 5th day of December, A.D. 1910.

C. E. Bradt
Mayor

Attest:

C. G. Bodman
City Clerk.

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ange Tel.Co.

To the Mayor and City Council,

DeKalb, Illinois.

Gentlemen,

I am authorized by the Board of Directors of the Exchange Telephone Company to hereby file with said City in the office of its City Clerk, the unconditional acceptance by said company of the franchise ordinance of said city, entitled, "An ordinance granting to the Exchange Telephone Company, its successors, assigns and leasees, the right to construct, maintain and operate a telephone exchange in the City of DeKalb, DeKalb County, Illinois, on the terms, conditions and provisions therein provided," passed by the city council of said city on the 3rd day of December A.D. 1910, and approved by Charles E. Bradt, Mayor of said City, on the 5th day of December, A. D. 1910.

DeKalb, Illinois, December 8th, A. D. 1910.

B. W. Lyons
President Exchange Telephone
Company.

ANNUAL CITY ELECTION APRIL 1911.

AN ORDINANCE providing for the annual city election of April 1911, and for the annual city primary of March 1911.

Be it ordained, by the city council of the city of Dekalb, in the County of DeKalb, in the State of Illinois:

Annual Cit
election
April 1911

SECTION 1. That at the annual city election, to be held, in and for said City, upon the 18th day of April, A.D. 1911, the same being the third Tuesday of said month, there shall be elected one alderman for each of the five wards of said City, a Mayor, City Clerk, City Attorney and a City Treasurer.

The various polling places for said election, and the judges and clerks of election shall be as follows:-

FIRST WARD.

JUDGES	CLERKS
F. J. Flusch	W. B. KING
Chas. Camp	F. M. Newcomb
Henry Morrill	Frank Cornell

Polling place, Duffey's Store on South First Street.

SECOND WARD

JUDGES	CLERKS
J Baird	George Bassett
Harry Hall	Ernest Pearson
Ernest Collin	John Lundberg

Polling Place, Office Haish Auditorium, 121 N. Third Street.

THIRD WARD.

JUDGES	CLERK
August Nelson	Victor Strem
Fred Baier	Park Vanordstrand
Frank Fowler	John Lindgren

Polling Place, Finnish Temperance Hall, on N. 11th Street.

FOURTH WARD

JUDGES	CLERKS
R D Spicer	C I Dickerman
C Boardman	H D Hunt
R M Jones	Roy Spicer

Polling Place, Geo. Bristow's Barn on South Seventh St.

FIFTH WARD

JUDGES	CLERKS
M Hanrahan	LLoyd Pierce
M EVans	E. W. Baldwin
S Peterson	S. D. Arnold

Polling Place, City Hall on South Second Street.

SECTION 2. The city clerk of said city is hereby directed to give notice of said election, pursuant to the statute in such case made and provided.

SECTION 3. The various polling places hereinbefore named, and the Judges for the respective wards hereinbefore named, shall constitute and they are hereby made, the polling places for the respective wards, and the Judges for the respective wards, for the annual City Primary to be held in and for said City on, Tuesday, the 14th day of March, A. D. 1911. the same being the second Tuesday in said month.

SECTION 4. This ordinance shall take effect and be in force, from and after its passage, and approval as provided by law.

Passed by the City Council of said City, and approved by the Mayor thereof, this 4th day of February, A.D. 1911.

C. E. Brandt
Mayor

ATTEST:

C. E. Badeau
City Clerk

AMENDMENT TO AN ORDINANCE ENTITLED "AN ORDINANCE AUTHORIZING THE ISSUANCE OF LICENSES FOR THE SALE OF INTOXICATING LIQUORS IN CERTAIN TERRITORY WITHIN THE CORPORATE LIMITS OF THE CITY OF DEKALB.

mendment to rdinance uthorizing he Issuance f Dram Shop icenses.

An Ordinance, amending an ordinance entitled, "An Ordinance, Authorizing the issuance of licenses for the sale of intoxicating liquors in certain territory within the corporate limits of the City of DeKalb and prescribing the terms, conditions, rules and regulations governing the issuance of such licenses and the transaction of business thereunder and fixing penalties for the violation of any of said terms, conditions, rules or regulations," passed by the City Council of said City and approved by the Mayor thereof, on the 6th day of May, A.D. 1910, and duly published in the DeKalb Chronicle a newspaper of general circulation within said City, on the 7th day of May, A. D. 1910.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

That an Ordinance, entitled, "An Ordinance authorizing the issuance of licenses for the sale of intoxicating liquors in certain territory within the corporate limits of the City of DeKalb and prescribing the terms, conditions, rules and regulations governing the issuance of such licenses and the transaction of business thereunder and fixing penalties for the violation of any of said terms, conditions, rules or regulations," passed by the City Council of Said City and approved by the Mayor thereof, on the 6th day of May, A. D. 1910, and duly published in the DeKalb Chronicle, a newspaper of general circulation within said City, on the 7th day of May A.D. 1910, be and the same is hereby amended, so that Section Six (6) of said ordinance shall read as follows:-

SECTION 6. The number of "Dram Shop Licenses" granted shall not be in excess of one of such "Dram Shop License" for each Six Hundred and Fifty of population within the corporate limits of said City.

The "Bottlers' Licenses" granted, shall not exceed in number, one for each Two Thousand of population within the corporate limits of said City.

Passed by the City Council of said City and approved by the Mayor thereof, this 4th day of February, A.D. 1911.

C. E. Bradt
Mayor

Attest:

C. J. Bodman
City Clerk

Published in the "DeKalb Chronicle" February 10, 1910.

AMENDMENT TO AN "ORDINANCE GRANTING TO THE AURORA-DEKALB & ROCKFORD ELECTRIC TRACTION COMPANY, AUTHORITY TO CONSTRUCT, MAINTAIN, CONDUCT AND OPERATE ITS RAILWAY IN THE CITY OF DEKALB, ILLINOIS.

nendment to urora-DeKalb Rockford lec. traction o.ordinance.

AN ORDINANCE, amending an ordinance entitled, "AN Ordinance granting to the Aurora-DeKalb and Rockford Electric Traction Company, a corporation organized and existing under the general railway laws of the State of Illinois, its successors, assigns, and leasees, authority to construct, maintain, conduct and operate its railway in the City of DeKalb, Illinois, and to lay down tracks and erect poles and wires therefor on a portion of East Main Street in said City, passed by the City Council of said City on the 14th day of October A.D. 1905, and approved by the Mayor of said City on the 19th day of October A.D. 1905, as amended by any and all ordinances subsequent thereto.

Be it ordained, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

That an ordinance entitled, " An ordinance granting to the Aurora-DeKalb and Rockford Electric Traction Company, a corporation organized and existing under the general railway laws of the State of Illinois, its successors, assigns, and leasees, authority to construct, maintain, conduct and operate its railway in the City of DeKalb, Illinois, and to lay down tracks and erect poles and wires therefor on a certain portion of East Main Street in said City, passed by the City Council of said City on the 14th day of October, A.D. 1905, and approved by the Mayor of said City on the 19th day of October A.D. 1905, as amended by any and all ordinances subsequent thereto, be further amended, by adding the following, at the conclusion of the first paragraph of Section 1, of said ordinance:

And in upon and along, that portion of south Fourth Street, immediately in front of and East of Lots 8, in Block 15, of the Original Village, now City of DeKalb, Illinois, and in upon and along, that portion of the street lying north of lots, A, B, and C of Block 23, of the Original Village now City of DeKalb, Illinois, and between East Main Street and South Fourth Street, in said City.

Provided, however, that the car or cars of said company, its successors, leasees or assigns, shall not at any time be left standing either for repairs, the loading or unloading of passengers, express or baggage, or any other purpose other than to avoid accident, upon any part of its tracks, authority for the construction of which, is given by this amending ordinance. All cars shall proceed slowly over said herein authorized tracks, and a representative of said company, its successors, leasees or assigns, shall precede, on foot, any such car when the same is crossing or is about to cross, that part of South Fourth Street, in upon and along which, the construction of its tracks is herein authorized.

Subject however, to any and all of the terms, conditions, regulations, restrictions, fines, penalties and forfeitures, in said original ordinance and any and all amendments thereto contained, except as herein otherwise provided.

Passed by the City Council of said City and approved by the Mayor thereof, this 4th day of March A.D. 1911.

C. E. Bradt
Mayor.

Attest:

E. G. Bodman
City Clerk

AMERICAN STEEL & WIRE COMPANY ORDINANCE.

American Steel & Wir Co. Ordinan Locust Stre Switch trac

AN ORDINANCE authorizing the American Steel & Wire Company to lay down and construct, maintain and operate a single track railway upon and along a portion of Locust Street in the City of DeKalb.

Be it ordained by the City Council of the City of DeKalb, County of DeKalb and State of Illinois;

SECTION 1. That consent, permission and authority be and the same is hereby granted to the American Steel & Wire Company to lay down, construct, maintain and operate a single track railway in, upon and along the South nineteen (19) feet of Locust Street from the Northerly prolongation of the east line of the alley in Block 24 of the original Village (now City) of DeKalb, County of DeKalb, State of Illinois, to point thirty (30) feet East of the Easterly line of North Fourth Street.

SECTION 2. Said American Steel & Wire Company shall at all times during the maintenance of said railway upon said portion of Locust Street, keep that portion of its railway between the Northerly prolongations of the alley lines of Block 24 of said original village (now City) well planked and in good first class condition, safe for travel for the purpose of ingress and egress to and from said alley of said block 24 and Locust Street.

SECTION 3. Said American Steel & Wire Company to be subject at all times in the use of such street to all ordinances of said City of DeKalb applicable to railways which are now or may hereafter be passed by the City Council of said City.

PASSED BY CITY COUNCIL OF SAID CITY OF DEKALB AND APPROVED BY THE MAYOR THEREOF THIS 4th DAY OF MARCH A.D. 1911.

C. E. Bradt
Mayor

Attest:

E. G. Bodman
City Clerk

ORDINANCE SUBMITTING THE ESTABLISHMENT OF A CITY COURT TO THE LEGAL VOTERS OF THE CITY OF DEKALB.

Ordinance submitting the establishment of a City Court, to the voters of the City

AN ORDINANCE, providing for the submission to the legal voters of the city of DeKalb the question whether or not a city court shall be established in said City.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

SECTION 1. That at the annual city election to be held in and for said City upon the 18th day of April, A.D. 1911, the same being the third Tuesday of said month, there shall be submitted to the legal voters of said city the question of whether or not a city court shall be established in and for said city, with one judge thereof, in the manner and form provided by statutes of the State of Illinois for submitting such question to the voters of said city at a general election, and for the establishmant of City courts in said state.

SECTION 2. The City Clerk of said City is hereby directed to include in the notice required to be given by him by law of said city election, heretofore provided for by ordinance of said city passed by the city council of said city and approved by the Mayor thereof, upon the 4th day of February, A.D. 1911, the notice required by the provisions of the statutes of the state of Illinois in such case made and provided, of the submission to the legal voters of said city of said question at said election.

Passed by the city council of the city of DeKalb, on and aye and nay vote on roll call, at a regular meeting thereof held, and approved by the Mayor thereof, upon the 4th day of March, A. D. 1911.

C. E. Bradt
Mayor

Attest:

C. G. Bodeman
City Clerk

AN ORDINANCE FIXING THE SALARIES OF CERTAIN CITY OFFICERS OF THE CITY OF DE KALB, ILLINOIS, FOR THE TERM ENDING APRIL 30th, 1913.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, and State of Illinois:--

alaries of fficers for erm ending pril 30,1913.

SECTION 1. The salaries of the various city officers for the term ending April 30th 1913 be and the same are hereby fixed as follows:-

MAYOR for said term at the sum of Twelve Hundred Dollars ($1200.00) per annum.

CITY CLERK for said term at the sum of One Thousand Dollars ($1000.00) per annum.

CITY TREASURER for said term at the sum of Two Hundred Fifty ($250.00) per annum.

CITY ATTORNEY for said term at the sum of Nine Hundred Dollars ($900.00) per annum, provided, however, that the said salary so fixed shall not be deemed to cover or include or be compensation for any services rendered by said City Attorney in or about any special assessment or special taxation proceedings other than for the construction of side walks or for any services rendered in or about the revision and re-publication of the general ordinances of said city but for such service, he shall receive a fair and reasonable compensation or such compensation as may be provided by law over and above the aforesaid fixed sum.

SECTION 2. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed and this ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof this 22nd day of April A. D. 1911.

C. E. Bradt
Mayor

Attest:

C. G. Bodeman
City Clerk

AN ORDINANCE REGULATING THE USE OF CITY WATER FORTHE PURPOSE OF STREET SPRINKLING ESTABLISHING THE PRICE TO BE CHARGED FOR THE SAME AND PROVIDING FOR A BOND TO BE FURNISHED BY THE PARTIES ENGAGED IN THE STREET SPRINKLING BUSINESS.

BE IT ORDAINED by the City Council of the City of DeKalb, County of DeKalb and State of Illinois.

Water furnished sprinkling wagons for street sprinkling.

SECTION 1. That all city water used for the purpose of the sprinkling of streets by persons ehgaged in that business, shall be measured into their respective sprinkling tanks by means of a meter provided by such person or persons engaged in said sprinkling business and attached to said tanks. Said meters and the manner in which the same shall be attached to the respective tanks shall be subject to the approval of the Water Commissioner, and no such tank shall be filled at any time without first having received the consent, permission and authority of the Water Commissioner of said City so to do.

SECTION 2. Said water shall be paid for at the rate of seven and one-half cents ($.07-1/2) for one hundred (100) cubic feet and in consideration for which rate, any and all persons engaged in the business of street sprinkling, shall during the sprinkling season sprinkle the respective streets in front of the respective city buildings within the business district and shall sprinkle, when so requested, ahead of the street sweeper on sweeping nights.

SECTION 3. Said persons engaged in said street sprinkling business shall make settlement with the City Clerk on the first day of each month for water used by them during the previous month and said parties engaged in said sprinkling business shall furnish a cash bond of One Hundred Fifty Dollars ($150.00) and maintain the same in the office of the City Clerk of said City during all of the time that they shall be engaged in said business of street sprinkling to guarantee the payment for such water as they may use from time to time.

Passed by the City Council of said City and approved by the Mayor thereof this 22nd day of April A. D. 1911.

C. E. Bradt
Mayor

Attest:

C. G. Bodaman
City Clerk

AN ORDINANCE DECLARING THE CITY COURT OF THE CITY OF DEKALB ESTABLISHEDAND PROVIDING FOR THE ELECTION OF A JUDGE AND CLERK THEREOF, AND FOR THE COMPENSATION OF CLERK OF SAID COURT.

BE IT ORDAINED, By the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois.

Establishm of City Co in City of DeKalb.

SECTION 1. That the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois, having upon the fourth (4th) day of March A. D. 1911, at a regular meeting thereof provided by an ordinance of said City passed at said meeting of said City Council and approved by the Mayor thereof upon said fourth (4th) day of March, A. D. 1911 entitled, "An ordinance providing for the submission to the legal voters of the City of DeKalb, the question whether or not a City Court shall be established in said City," for the submission to the voters of said city at the general annual election for city officers to be held in and for said city upon the 18th day of April, A. D. 1911, the same being the third Tuesday of said month, the question whether or not a City Court shall be established in and for said city with one Judge thereof; and due and proper notice as provided by law of the submission to the voters of said city at said election of said question, having been given by the City Clerk of said city; and said question having been submitted to and voted upon by the voters of said city at said election in the manner and form provided by law; and the City Council of said City, at an adjourned regular meeting thereof held on the 22nd. day of April, A.D. 1911, having ascertained by canvass of the returns of said election that more than two-thirds (2/3) of the votes cast at such election were in favor of the establishment of such court, a City Court of the City of DeKalb, in the County of DeKalb and State of Illinois, consisting of one Judge is therefore hereby declared established pursuant to the provisinns of the statutes of the State of Illinois in such case made and provided.

SECTION 2. That an election shall be held in said City upon the 23rd. day of May, A.D. 1911, the same being the fourth (4th) Tuesday of said month, for the purpose of electing a Judge and Clerk of said Court and the City Clerk of said City is hereby instructed to give notice of said election as provided by law.

SECTION 3. The Judge and Clerk of said Court to be elected upon said fourth(4th) Tuesday of May, A.D. 1911, shall hold their respective offices for a term of four (4) years from said 23rd day of May, A.D. 1911, and until their successors are elected and qualified.

SECTION 4. That a Judge and Clerk of said Court shall be elected quadrennially upon the fourth (4th) Tuesday of May of each fourth (4th) year after the year A.D.1911, and shall hold their respective offices for the term of four (4) years from the date of their election and until their successors are elected and qualified.

SECTION 5. The Clerk of said Court shall receive as compensation, the fees earned and collected by him during his term of office, not in excess of at the rate of the sum of Nine Hundred Dollars ($900.00) per annum. All such fees earned and collected by him in excess of said sum, after deducting therefrom the expense of maintenance of his office and of performing the work thereof, shall be paid over by him to the City Treasurer of said City and thereupon become the property of said City. He shall, also, before entering upon the duties of his office, give bond with one or more sureties, to be approved by the Judge of the Court of which he is Clerk in such penal sum of not less than Five Thousand Dollars ($5000.00) as may be decided by the Judge of said Court, payable to the people of the State of Illinois and conditioned for the faithful performance of the duties of his office and to pay over all monies that may come into his hands by virtue of his office to the parties entitled thereto, and to deliver up all moneys, papers, books, records and other things appertaining to his office, whole, safe and undefaced, when lawfully reguired so to do, which bond shall be filed in the office of the Secretary of State.

SECTION 6. That said election upon the 23rd day of May, A.D.1911, shall be held at the following polling places in said City and the judges and clerks of said election shall be as follows:-

FIRST WARD.

Polling Place: L.B. Duffey's Store at #229 So. First Street.

JUDGES.	CLERKS.
F. J. Flusch	W. B. King
Charles Camp	F. M. Newcomb
Ernest Carter	Frank Cornell

SECOND WARD

Polling Place: Haish Auditorium, North Third Street.

JUDGES.	CLERKS.
Arthur Hiland	John Lundberg
E. Colline	Ernest Pearson
H. Hall	Jay Beard

THIRD WARD

Polling Place: Finnish Temperance Hall, No. Eleventh Street.

JUDGES	CLERKS
August Nelson	Harrison Seeley
Nick May	Wm. Ballou
Frank Fowler	Park Vanordstrand

FOURTH WARD

Polling Place: George E. Bristow's Barn, So. Seventh Street.

JUDGES	CLERKS
L.D.Spicer	C. I. Dickerman
C. Boardman	H. D. Hunt
R. M. Jones	Roy Spicer

FIFTH WARD

Polling Place: City Hall, South Second Street.

JUDGES	CLERKS
M. Hanrahan	Lloyd Pierce
M. Evans	E. W. Baldwin
Sam Peterson	S. D. Arnold

SECTION 7. The manner of conducting said election and subsequent elections for Judge and Clerk of said Court shall be the same, as nearly as may be, as in case of the elections of County officers under the general election laws of this state, The Judges so elected shall appoint a Clerk, when necessary, to fill vacancies and the Judges and Clerk shall take the same oath and have same power and authority as Judges and Clerk of general state elections.

Passed by the City Council of the City of DeKalb on an aye and nay vote on roll call at an adjourned regular meeting thereof and approved by the Mayor of said City on this 22nd. day of April, A. D. 1911.

C. E. Bradt
Mayor

Attest:

C. G. Boardman
City Clerk

BOARD OF LOCAL IMPROVEMENTS ORDINANCE FOR THE MUNICIPAL YEAR ENDING APRIL 30, 1912.

Members of Board of Loc Improvements for Year end April 30,191

AN ORDINANCE appointing the members of the Board of Local Improvements for the City of DeKalb, in the County of DeKalb and State of Illinois, for the municipal year ending April 30, 1912.

BE IT ORDAINED, By the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That the Board of Local Improvements for the City of DeKalb, in the County of DeKalb and State of Illinois for the municipal year ending April 30, 1912, shall consist of the following named persons:-- Mayor C. E. Bradt, City Engineer A. R. Russell, and Aldermen J. H. Jarboe, P. N. Joslin and S. M. Hunt,-- and they are hereby designated and appointed the members of said board.

Passed by the City Council of said City and approved by the Mayor thereof this 6th day of May, A. D. 1911.

C. E. Bradt
Mayor.

Attest:
G. N. Blackman
City Clerk.

ORDINANCE FIXING THE SALARIES OF CERTAIN CITY OFFICIALS, OFFICERS AND EMPLOYEES OF THE CITY.

Salaries of Aldermen & Members of Fire & Polic Departments.

AN ORDINANCE fixing the salaries of certain city officials, officers and employees of the City of DeKalb, Illinois.

BE IT Ordained, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That the salaries of the hereinafter named officials, officers and employees of the City of DeKalb be fixed as follows:--

Aldermen at the sum of three dollars ($3.00) for each regular or special meeting of the City Council attended by them respectively.

City Marshall, ex-officio Chief of Police, Eighty-five Dollars ($85.00) per month.

Members of the Police Department, other than Chief, Seventy Dollars ($70.00) per month.

Fire Marshall, Eighty-five Dollars ($85.00) per month.

Captain of Fire Department, Seventy-five Dollars ($75.00) per month.

Other members of the Fire Department having been in the service for more than six months, Seventy Dollars ($70.00) per month: less than six months Sixty Dollars ($60.00) per month.

All parts of ordinances in conflict with the provisions hereof are hereby repealed.

This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof this 6th day of May, A. D. 1911.

C. E. Bradt
Mayor

Attest:
G. N. Blackman
City Clerk.

endment to
rora,DeKalb &
ckford Electric
action Co's.
iginal Ordinance.

AN ORDINANCE, amending an ordinance entitled "An Ordinance granting to the Aurora, DeKalb & Rockford Electric Tractinn Company, a corporation organized and existing under the general railway laws of the State of Illinois, its successors, assigns and leasees, authority to construct, maintain, conduct and operate its railway in the City of DeKalb,Illinois, and to lay down tracks and erect poles and wires therefor on a portion of East Main Street in said City, passed by the City Council of said City on the 14th day of October, A.D. 1905 and approved October 19th, A. D. 1905, as amended by any and all ordinances subsequent thereto."

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That an Ordinance entitled "An Ordinance granting to the Aurora, DeKalb and Rockford Electric Traction Company, a corporation organized and existing under the general railway laws of the State of Illinois, its successors, assigns and leasees, authority to construct, maintain, conduct and operate its railway in the City of DeKalb, Illinois, and to lay down tracks and erect poles and wires therefor on a portion of East Main Street in said City, passed by the City Council of said City on the 14th day of October A. D. 1905 and approved October 19th A.D. 1905, as amended by any and all ordinances subsequent thereto," be further amended by adding thereto the following at the conclusion of section eight (8) of said original ordinance:-

Provided, however, that for and during the term of years covered by the grant herein, the railway hereby authorized, be and the same is hereby given right, permission and authority to haul, carry or transport freight in car load lots, on, along and over thatportion, and that portion only, of its tracks, in, upon and along East Main Street in said City, lying between the easterly corporate limits of said City and a point one hundred forty (140) feet West of the Westerly line of the right of way of the Spring Valley line of the Galena Division of the Chicago and Northwestern Railway.

Passed by the City Council of said City and approved by the Mayor thereof this 3rd. day of June, A. D. 1911.

C. E. Bradt
Mayor.

Attest:
G. N. Blackman
City Clerk.

Published in the DeKalb Advertiser June 12th,A.D.1911.

AN ORDINANCE

Amending Section 3 of Chapter 23 of the Revised Ordinances of the City of DeKalb, Illinois, as revised by an Ordinance passed by the City Council of said City and approved by the Mayor thereof on the 9th day of February, A. D. 1900.

Amendment to Fire Limits Ord. regarding construction of buildings.

Be it ordained, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That Section 3, of Chapter 23, of the Revised ordinances of the City of DeKalb, Illinois, as revised by an ordinance passed by the City Council of said City and approved by the Mayor thereof on the 9th day of February, A. D. 1900, be amended to read as follows:

SECTION 3. It shall be unlawful for any person or persons to erect any stone, brick, marble, concrete or other buildings within said fire limits, with division or outside walls, of other than the following thickness; for a building of one story with not to exceed a twelve foot ceiling, not less than eight inches in thickness, one or two story buildings exceeding twelve foot ceiling in the first story, not less than twelve inches in thickness; buildings of three stories, the first story to be not less than sixteen inches in thickness and the second and third stories, not less than twelve inches in thickness; all wall to extend two feet above the roof and to be not less than eight inches in thickness above the roof.

Passed by the City Council of said City and approved by the Mayor thereof, this 1st. day of July, A. D. 1911.

C. E. Bradt
MAYOR.

ATTEST:

G. N. Blackman
CITY CLERK.

Published in the DeKalb Advertiser, July 3rd, 1911, on page 3.

AN ORDINANCE.

Making appropriations for corporate purposes for the fiscal year of the City of DeKalb, Illinois, from May 1st, 1911, to April 30th,1912.

Be it ordained by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

ropriation
linance for
r ending
ril 30, 1912.

SECTION 1. That the following sums, or so mush thereof as may be authorized by law, be and the same are hereby appropriated for the corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the fiscal year of said City, beginning May 1st 1911, and ending April 30th 1912, as hereinafter specified:

Salaries	$ 6000.00
Fire Department	14000.00
Police	8000.00
Streets & Alleys	6000.00
Sidewalks	2500.00
Maintenance of Water Works	10000.00
Extension of Water Works	10000.00
Sewers & Drains	10000.00
Street Lighting	9000.00
Public Buildings	2500.00
Health Department	1000.00
Parks	1000.00
Incidentals	4000.00
Board of Local Improvements	5000.00
Public Hospital	4000.00
Public Library	2500.00
Water Works Extension Bonds, 1,2,3,4 & 5, 1908	2500.00
Interest on Water Works Bonds of 1908	168.75
Water Works Extension Bonds, 1,2,3, & 4	2000.00
Interest on Water Works Extension Bonds	275.00
Interest on Pavement Bonds, 1902	640.00
Interest on Engine House Bonds	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Water Works Ext. Bonds 1910	427.50
	$102111.25

SECTION 2. All unexpended balances of any items of any genefal appropriation made by this ordinance may be expended by making up any deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

Passed by the City Council of said City, and approved by the Mayor thereof, this 1st. day of July, A. D. 1911.

C. H. Bradt
MAYOR

ATTEST:
G. N. Blackman
CITY CLERK

Published in the DeKalb Advertiser, July 7th, 1911, on page one.

AN ORDINANCE.

Ordinance requiring me on all water service.

An ordinance requiring meters on all water meter services through which water furnished by the City of DeKalb, Illinois, is used, and providing for the furnishing of meters when desired upon a rental basis.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:--

SECTION 1. That all water services through which water is supplied by the City of DeKalb, Illinois, on and after December 1,1911, shall be provided with a meter in the manner and of the standard now provided by the ordinance of said city, and all city used on and after said date shall be paid for on the basis now established by ordinance for the use of city water through meters.

Provided, that if any user of city water shall so desire, the City of DeKalb shall provide said user with a proper five-eighths inch meter upon the payment of a quarterly rental of $.27½ for the same, such rental to be added to, and made a part of the water bill for such service, such rental being subject to a discount of $.02½ if paid on or before the 15th of each quarter following the quarter for which said rental is due.

Said user of city water so provided with a meter is to furnish all connections and install the same.

SECTION 2. The Water Commissioner of said city is hereby authorized and directed to shut off the water on all services not provided with a meter before the first day of December, A.D. 1911.

SECTION 3. All users of city water on and after December 1, 1911, shall be subject to all rules, regulations, terms, conditions and penalties, now provided by ordinances of said city, relating to the use of city water through meters.

SECTION 4. All parts of ordinances in so far as they conflict with the provisions hereof are hereby repealed.

Passed by the City Council of said City and approved by the Mayor thereof this 5th day of August A.D. 1911.

C. E. Bradt
MAYOR.

ATTEST:

G. N. Blackmon
CITY CLERK.

Published in the DeKalb Advertiser, August 8th 1911, page 2.

Inance for
& Assmt.
Taxes for
ending
1,30,1912.

AN ORDINANCE.

An ordinance for the levy and assessment of taxes for corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the fiscal year ending April 30th, 1912.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois.

SECTION I That the sum of thirty-six thousand three hundred fifty-two Dollars and Twenty-five cents ($36,352.25), the same being that part of the total appropriations heretofore made for corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, to be collected from the tax levy of the current and fiscal year of said City, be and the same is hereby levied and assessed upon all the real and personal property in said City, subject to its municipal tax, as the same is levied for state and county taxes for the current fiscal year, the said tax so levied and assessed being for the current fiscal yearof said City and the appropriations for said fiscal year; the total amount of which has been ascertained as follows by an ordinance passed by the City Council of said City and approved by the Mayor thereof on the first day of July,A.D.1911 and published in the "DeKalb Advertiser", a daily newspaper of general circulation printed, published and circulated in said City, county and state, the date of said publication being the 7th day of July, A.D.1911, the amount of said appropriations being as follows:---

Salaries	$6000.00
Fire Department	14000.00
Police	8000.00
Streets & Alleys	6000.00
Sidewalks	2500.00
Maintenance of Waterworks	10000.00
Extension of Waterworks	10000.00
Sewers & Drains	10000.00
Street Lighting	9000.00
Public Buildings	2500.00
Health Department	1000.00
Parks	1000.00
Incidentals	4000.00
Board of Local Improvements	5000.00
Public Hospital	4000.00
Public Library	2500.00
Waterworks Extension Bonds- 1,2,3,4, and 5 of 1908	2500.00
Interest on Waterworks Bonds of 1908	168.75
Waterworks Extension Bonds 1,2,3 and 4	2000.00
Interest on Waterworks Extension Bonds	275.00
Interest on pavement Bonds of 1902	640.00
Interest on Engine House Bonds	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Waterworks Extension- Bonds of 1910	427.50
TOTAL	$102111.25

That the remaining amount of said appropriations will be filled and raised from moneys on hand, not otherwise appropriated, and from other sources of revenue of said city; the total sum so levied and assessed as aforesaid being divided between said items of said appropriations as follows:---

Salaries	$4000.00
Fire Department	4000.00
Police	3000.00
Streets & Alleys	2000.00
Sidewalks	500.00
Maintenance of Waterworks	1000.00
Extension of Waterworks	500.00
Sewers & Drains	1200.00
Street Lighting	4000.00
Public Buildings	500.00
Health Department	500.00
Parks	400.00
Incidentals	879.00
Board of Local Improvements	1000.00
TOTAL	$23479.00

Public Hospital----------	$
Public Library----------	2348.00
Waterworks Extension Bonds- 1,2,3,4,and 5 of 1908----------	2500.00
Interest on Waterworks Extension Bonds of 1908	168.75
Waterworks Extension Bonds-1,2,3,and 4--------	2000.00
Interest on Waterworks Extension Bonds---------	275.00
Interest on Pavement Bonds of 1902----------	640.00
Interest on Engine House Bonds----------	360.00
Interest on Sewer Bonds of 1905----------	240.00
Interest on Waterworks Extension- Bonds of 1910----------	427.50
TOTAL - - - - -	$12873.25
	23479.00
TOTAL - - - - -	$36352.25

SECTION II. The City Clerk of said City is hereby directed to file with the County Clerk of DeKalb County, Illinois, on or before the third Tuesday of September, A.D.1911, a copy of this ordinance, duly certified by him under the corporate seal of said city as required by law.

Passed by the City Council of said City and approved by the Mayor thereof this second day of September, A.D.1911.

C. E. Bradl
Mayor.

Attest:

G. R. Blackman
City Clerk.

AN ORDINANCE.

ending Dram
op Ord. Ex-
a hours when
titioned for.

An ordinance amending an ordinance entitled "AN ordinance authorizing the issuance of licenses for the sale of intoxicating liquors in certain territory within the corporate limits of the City of DeKalb and prescribing the terms, conditions, rules and regulations governing the issuance of such licenses and the transactions of business thereunder and fixing penalties for the violation of any of said terms, conditions, rules or regulations." Passed by the City Council of said City and approved by the Mayor thereof on the 6th day of May, A.D.1910 and duly published in the "DeKalb Chronicle", a newspaper of general circulation in said City, on the 7th day of May, A. D. 1910.

BE IT ORDAINED By the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That an ordinance entitled "An ordinance authorizing the issuance of licenses for the sale of intoxicating liquors in certain territory within the corporate limits in the City of DeKalb and prescribing the terms, conditions, rules and regulations governing the issuance of such licenses and the transaction of business thereunder and fixing penalties for the violation of any of said terms, conditions, rules or regulations." Passed by the City Council ofsaid City and approved by the Mayor thereof on the 6th day of May, A.D. 1910 and duly published in the "Dekalb Chronicle", a newspaper of general circulation in said city, on the 7th day of May, A.D.1910, be and the same is hereby amended by adding the following to the second paragraph of Section 12 of said ordinance: "Provided, however, that the City Council of said City, may at any regular or special meeting thereof, by motion in the regular form, extend the hour of closing to eleven o'clock P.M. upon any week day excepting Sunday of designated date upon which there is a celebration, circus, or other event of unusual importance in said City of such a nature as will tend to bring into said City large numbers or gatherings of people and which in the opinion of said City Council is of sifficient importance to warrant such extension.

Passed by the City Council of said City and approved by the Mayor thereof this 2nd. day of September A.D. 1911.

C. E. Bradt
Mayor.

Attest:

G. N. Blackman
City Clerk.

Published in the "DeKalb Advertiser" Wednesday,Sept. 6th,1911,on page 1.

Amendment to DeKalb Sycamore & Interur Trac?Co. ordinance

AN ORDINANCE amending an ordinance granting the DeKalb-Sycamore & Inter-Urban Traction Company, a corporation organized under the general railway laws of the State of Illinois its successors, assigns and lessees, authority to acquire, construct, maintain, conduct and operate its railway in the City of DeKalb, and to lay down tracks and erect poles and wires therefor on certain streets in said City, passed by the City Council of said City on the 28th day of July, A.D. 1906, and approved by the Mayor of said City on the 31st day of July, A.D. 1906.

Be it ordained by the City Coucil of the City of DeKalb, in the County of DeKalb and State of Illinois:--

SECTION I. That Section XV of an Ordinance granting the DeKalb-Sycamore & Interurban Traction Company, a corporation organized under the General Railway Laws of the State of Illinois, its Successors, Assigns and Lessees, authority to acquire, construct, maintain, conduct and operate its railway in the City of DeKalb, and to lay down tracks and erect poles and wires therefor on certain streets in said city, passed by the City Council of said City on the 28th day of July, A. D. 1906, and approved by the Mayor of said City on the 31st day of July, A.D. 1906, be amended so as to read as follows:

"The grant herein given shall extend for the term of forty years (40) from the passage hereof; Said DeKalb-Sycamore & Interurban Traction Company, or their successors, assigns or lessees, shall, however, within one year from the passage of this amendment, re-lay its tracksand repave the streets between the rails and one and one-half feet on each side thereof, within the City limits of the City of DeKalb, and the specifications, under which said re-laying of said tracks and re-paving is to be done, shall be submitted to and approved by the City Council, or their legally authorized engineer, before the work of re-building is commenced; And provided further that within three months from the passage of this ordinance satisfactory evidence must be furnished to the Mayor of this City that the stock of the DeKalb-Sycamore Electric Company and the DeKalb-Sycamore & Interurban Traction Company has been sold to other people than the present owners, or that the property of the Companies has been sold to another corporation. Should the Company fail to furnish such evidence within three months from the passage of this amendment, then this amendment to be void. Should the Company, or its successors and lessees, fail to relay its tracks and repave, as above provided, then said City Council may declare this ordinance null and void, and the original ordinance shall stand as if not amended."

Passed this 3rd. day of October, A. D. 1911.

Approved this 6th day of October, A. D. 1911.

C. E. Brand
Mayor.

Attest:

G. M. Blackman
City Clerk.

Published in the DeKalb Advertiser, October 9th, 1911.

AN ORDINANCE PROVIDING FOR THE RETIREMENT OF SPECIAL ASSESSMENT BONDS.

irement of
ial Assess-
t Bonds.

Be it ordained by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

That the Treasurer of said City, shall on or before January 10th 1912, ascertain the amount of special assessments collected and applicable to the payment of bonds of each series unmatured on North and South First Street, North and South Second Street, North and South Third Street, North and South Fourth Street, South Fifth Street, East Main Street, North Seventh Street, Pleasant Street and West Locust Street, respectively, and that he shall select by lot, bonds of series unmatured so found by him to be applicable to the payment of bonds on each street respectively and that he shall give notice in the "Dekalb Advertiser" published in said City, of the number of bonds to be so paid, the series thereof, the assessment to which they relate, and the particular bonds so selected to be paid, and that the same shall be paid at the office of the Treasurer of said City on the 10th day of February, 1912, and that all of said bonds so selected and advertised by him shall be payable at the office of said City Treasurer on the 10th day of February, 1912, and no further interest shall accrue thereon.

Passed by the City Council of said City and approved by the Mayor thereof this 2nd. day of December, A. D. 1911.

C. E. Brads
Mayor.

Attest:

G. N. Blackman
City Clerk.

AN ORDINANCE

Providing for the annual City Election of April, 1912, and for the annual City Primary of March, 1912, in and for the City of DeKalb, Illinois.

Be it ordained by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Ordinance calling for annual City Election-& Primary. March & April 1912.

Section 1. That at the annual City Election, to be held, in and for said City, upon the 16th day of April, A.D. 1912, the same being the third Tuesday of said month, there shall be elected one alderman for each of the five wards of said City.

The various polling places for said election, and the judges and clerks of election shall be as follows:---

FIRST WARD.

Judges.	Clerks.
F. J. Flusch	William Wasam
Chas. Camp	Chas. King
Henry Morrell	Martin Hickey

Polling place, Duffey's Store on South First St.

SECOND WARD.

Judges.	Clerks.
Arthur Hiland	J. Beard
Harry Hall	John Lendberg
Earnest Collin	John Minnehan

Polling Place, Office Haish Auditorium 121 N. Third St.

THIRD WARD.

Judges.	Clerks.
Aug. Nelson	Nick May
William Ballou	Park Vanordstrand
Frank Fowler	John Lindgren

Polling Place, Finnish Temperance Hall on N. 11th St.

FOURTH WARD.

Judges.	Clerks.
R. D. Spicer	C. I. Dickerman
C. Boardman	H. D. Hunt
R. M. Jones	Roy Spicer

Polling Place, Sundberg's Undertaking Establishment, corner of 9th & Main Sts.

FIFTH WARD.

Judges.	Clerks.
M. Hanrahan	Loyd Pierce
M. Evans	E. W. Baldwin
Byron Howland	S D Arnold

Polling Place, City Hall on S. Second St.

Section 2. The City Clerk of said City is hereby directed to give notice of said election, pursuant to the statute in such case made and provided.

SEction 3. The various polling places hereinbefore named, and the Judges for the respective wards hereinbefore named, shall constitute and they are hereby made, the polling places for the respective wards, and the Judges for the respective wards, for the annual City Primary to be heldin and for said City on Tuesday the 12th day of March, A.D. 1912, the same being the second Tuesday in said month.

Section 4. The City Clerk of said City is hereby directed to give notice of said primary, pursuant to the statute in such case made and provided.

Section 5. This ordinance shall take effect and be in force, from and after its passage and approval as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof, this 6th day of January, A.D.1912.

W E Bradt
Mayor

Attest:

G H Blackman
City Clerk.

Published in the DeKalb Daily Advertiser, January 11th 1912, on page 3.

Amendment to DeK-Sycamore & Int. Trac. Co. Ordinance

AN ORDINANCE AMENDING AN ORDINANCE GRANTING THE DE KALB-SYCAMORE & INTERURBAN TRACTION COMPANY, A CORPORATION ORGANIZED UNDER THE GENERAL RAILWAYS LAWS OF THE STATE OF ILLINOIS,ITS SUCCESSORS,ASSIGNS AND LESSEES,AUTHORITY TO ACQUIRE,CONSTRUCT, MAINTAIN, CONDUCT AND OPERATE ITS RAILWAY IN THE CITY OF DEKALB, AND TO LAY DOWN TRACKS AND ERECT POLES AND WIRES THEREFOR ON CERTAIN STREETS IN SAID CITY, PASSED BY THE CITY COUNCIL OF SAID CITY ON THE 28th DAY OF JULY, A.D. 1906, AND APPROVED BY THE MAYOR OF SAID CITY ON THE 31st. DAY OF JULY, A.D.1906, AND THE AMENDMENT THERETO.

Be it ordained by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:---

Section I. That Section XV of an Ordinance granting the DeKalb-Sycamore & Interurban Traction Company, a Corporation organized under the General Railway Laws of the State of Illinois, its successors, assigns and lessees, authority to acquire, construct, maintain, conduct and operate its railway in the City of DeKalb, and to lay down tracks and erect poles therefor on certain streets in said City, passed by the City Council of said City on the 28th day of July A.D.1906, and approved by the Mayor of said City on the 31st day of July A.D.1906, and the amendment thereto, passed by the City Council on the 3rd day of October, A.D. 1911, and approved by the Mayor on the 6th day of October, A.D.1911, be amended so as to read as follows:

"The grant herein given shall extend for a term of forty (40) years from the 31st day of July, A.D. 1906."

Passed this 29th day of January, A.D.1912.

Approved this 3rd day of Febraury,A.D.1912.

C. E. Bradt
Mayor.

Attest:
G. N. Blackman
City Clerk.

****
* S*E*A*L *
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AN ORDINANCE

PROVIDING FOR THE ISSUANCE OF $17,500 Waterworks Extension Bonds.

BE IT ORDAINED BY THE CITY COUNCIL of the City of DeKalb.

Issue of $17,500 Waterworks Extension Bonds.

SECTION 1. That there be borrowed on the credit of the City of DeKalb, the sum of seventeen thousand, five hundred dollars ($17,500) for the purpose of extending the waterworks system in and for said city and that bonds be issued therefor; that such bonds be dated May 1, 1912 bear interest at the rate of four and one-half (4-1/2) per cent per annum, payable semi-annually, be numbered from one (1) to sixty-three (63), both included, bonds number one (1) to thirty-five (35) both included to be of the denomination of one hundred ($100) each, and bonds number thirty-six (36) to sixty-three (63), both included to be of the denomination of five hundred dollars ($500) each, to mature in the order of their number, fifteen hundred dollars ($1,500) on May 1, 1924, two thousand dollars ($2,000) on May 1, in each of the years 1925 to 1932, both years included; that there shall be and ~~that~~ there is hereby levied and there shall be collected upon the taxable property in the City of DeKalb, a direct annual tax for each of the years 1912 to 1931 both included, sufficient to pay the interest on said bonds as it falls due, and also to pay and discharge the principal thereof at maturity; and that this ordinance be submitted to the voters of said city at the annual election for city officers to be held on Tuesday, the 16th day of April 1912.

SECTION 2. That it be and it is hereby ordered that due and proper notice of the submission of this ordinance shall be ibcluded in the notice of said annual election and that a copy of this ordinance shall be inserted in said notice. The ballots at such election shall be separate and distinct from the ballots for candidates for office, shall have a copy of this ordinance printed thereon, and appended thereto shall be the following:

Shall bonds for the purpose of extending the DeKalb waterworks system, in the sum of Seventeen Thousand Five Hundred Dollars ($17,500) be issued by the City Council of the City of DeKalb?	YES NO

SECTION 3. This ordinance shall be in force from and after its passage, approval and publication.

Passed by the City Council of said City this second day of March A.D. 1912.

Approved by the Mayor of said City this 4th day of March A.D.1912.

C. E. Brads
MAYOR.

Attest:
G. N. Blackman
CITY CLERK.

Published in the DeKalb Daily Advertiser on March 5th, 1912, on page one.

linance adopt- ; Bond form & ting details issue of ',500 Water- rks Ext. Bonds.

AN ORDINANCE

Adopting a bond form and fixing the details for the issue of $17,500 Waterworks Extension Bonds and providing for the levy of a tax to pay the same.

WHEREAS On March 2nd, 1912 there was passed by the City Conncil of the City of DeKalb in the County of DeKalb and State of Illinois, approved by the Mayor of said City on March 4, 1912 and published on March 5, 1912, an ordinance as follows:

AN ORDINANCE

PROVIDING FOR THE ISSUANCE OF $17,500 WATERWORKS

EXTENSION BONDS.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DEKALB,

SECTION 1. That there be borrowed on the credit of the city of DeKalb the sum of seventeen thousand, five hundred dollars ($17,500) for the purpose of extending the waterworks system in and for said City and that bonds be issued therefor; that such bonds be dated May 1st 1912, bear interest at the rate of four and one-half (4-½) per cent per annum, payable semi-annually, be numbered from one (1) to sixty-three (63), both included, bonds number one (1) to thirty-five (35) both included to be of the denomination of one hundred ($100.) each, and bonds number thirty-six (36) to sixty-three (63), both included to be of the denomination of five hundred dollars ($500.) each to mature in the order of their numbers, fifteen hundred dollars ($1,500) on May 1, 1924, two thousand dollars ($2000) on May 1, in each of the years 1925 to 1932, both years included: that there shall be and there is hereby levied and there shall be collected upon the taxable property in the City of DeKalb, a direct annual tax for each of the years 1912 to 1931 both included, sufficient to pay the interest on said bonds as it falls due, and also to pay and discharge the principal thereof at maturity; and that this ordinance be submitted to the voters of said city at the annual election for city officers to be held on Tuesday, the 16th day of April 1912.

SECTION 2. That it be and it is hereby ordered that due and proper notice of the submission of this ordinance shall be included in the notice of said annual election and that a copy of this ordinance shall be inserted in said notice. The ballots at such election shall be separate and distinct from the ballots for candidates for office, shall have a copy of this ordinance printed thereon, and appended thereto shall be the following:

Shall bonds for the purpose of extending the DeKalb Waterworks System, in the sum of Seventeen Thousand Five Hundred Dollars ($17,5oo) be issued by the City Council of the City of DeKalb?

YES	
NO	

SECTION 3. This ordinance shall be in force from and after its passage, approval and publication.

WHEREAS Said ordinance was submitted to the voters of said City at the annual election duly and properly held in said city on April 16,1912, pursuant to due and proper notice of said election and of the submission of said ordinance, and said ordinance was approved by a majority of such voters voting upon the question:

NOW,THEREFORE, be it ordained by the City Council of the City of DeKalb, as follows:

SECTION 1. That there be borrowed on the credit of the City of DeKalb, the sum of Seventeen Thousand Five Hundred Dollars ($17,500) for the purpose of extending the Waterworks System in and for the said City and that bonds be issued therefor and that such bonds be dated May 1,1912, bear interest at the rate of four and one-half (4½) per cent per annum, payable semi-annually upon the first days of November and May in each year; be numbered from 1 to 63 inclusive, bonds numbered 1 to 35 inclusive to be of the denomination of One Hundred Dollars ($100) each and bonds numbered 36 to 63 inclusive to be of the denomination of Five Hundred Dollars ($500) each, and to mature in the order of their numbers as follows:

Bonds Nos. 1,to 15	inclusive	$1,500 on May 1, 1924.
Bonds Nos.16 to 35	inclusive	$2,000 on May 1, 1925.
Bonds Nos. 36to 39	inclusive	$2,000 on May 1, 1926.
Bonds Nos.40 to 43	inclusive	$2,000 on May 1, 1927.
Bonds Nos.44 to 47	inclusive	$2,000 on May 1, 1928.
Bonds Nos.48 to 51	inclusive	$2,000 on May 1, 1929.
Bonds Nos.52 to 55	inclusive	$2,000 on May 1, 1930
Bonds Nos.56 to 59	inclusive	$2,000 on May 1, 1931
Bonds Nos60 to 63	inclusive	$2,000 on May 1, 1932

that interest to accrue upon said bonds shall be evidenced by coupons to be thereto attached, signed by the Mayor and City Clerk of said City,by lithographed fac-simile signatures and that such bonds be signed by the Mayor of said City and attested by the City Clerk under the seal of said City.

SECTION 2. That such bonds and coupons be in substantially the following forms:

(FORM OF BOND)

United States of America

STATE OF ILLINOIS, COUNTY OF DE KALB

CITY OF DE KALB

WATER WORKS EXTENSION BOND

No._____ $

KNOW ALL MEN BY THESE PRESENTS that the City of DeKalb in the County of DeKalb and State of Illinois, hereby acknowledges to own and for value received promises to pay to bearer the sum of dollars ($) lawful money of the United States on the first day of May 19_____, with interest thereon at the rate of four and one-half (4½) per cent per annum from the date hereof until paid, payable semi-annually on the First day of November and May in each year, upon presentation and surrender of the annexed interest coupons as they severally become due and payable. Both principal and interest are hereby made payable at Harris Trust and Savings Bank, Chicago, Illinois. For the prompt payment of this bond, both principal and interest, as aforesaid, the full faith, credit and resources of said city are hereby irrevocably pledged.

This bond is issued for the purpose of extending the waterworks system in and for said city pursuant to and in all respects in compliance with an act of the General Assembly of the State of Illinois entitled "An Act to provide for the incorporation of cities and villages," approved April 10, 1872, as now amended, and ordinances duly passed by the City Council of said City prior to the delivery hereof.

And it is hereby certified and recited that all conditions, things and acts required by law to exist, to be or to be done, precedent to and in the issuing of this bond, have been, have existed and have been performed in due form and time; that the indebtedness of said city, including this bond, does not exceed any limitation imposed by law, that provision has been made for the collection of a direct annual tax sufficient to pay this bond and interest hereon as the same mature; and that the ordinance authorizing the issue of this bond was submitted to the voters of said city and approved by a majority of such voters voting thereon.

IN WITNESS WHEREOF the City of DeKalb by its said City Council, has caused this bond to be signed by its Mayor and attested by its City Clerk, under its corporate seal, and the interest coupons hereto attached to be signed with the lithographed signatures of its officers, all this First day of May 1912.

_____
MAYOR.

ATTEST:

_____
CITY CLERK.

(FORM OF COUPON)

No._____ $_____

On the First day of _____, 19_____, the City of De Kalb, DeKalb County, Illinois, will pay to bearer dollars cents at Harris Trust and Savings Bank, Chicago, Illinois, for the interest due that day on its Waterworks Extension bond dated May 1, 1912. No.____

_____
MAYOR

ATTEST:

_____
CITY CLERK

SECTION 3. That the bonds herein authorized be executed as soon after the passage of this ordinance as may be, and thereupon but not prior to May 1, 1912 shall be delivered to the Harris Trust and Savings Bank, Chicago, Illinois, upon receipt of the purchase price heretofore agreed upon, the same being not less than the par value of said bonds.

SECTION 4. That the interest accuring on said bonds on November 1, 1912 shall be paid out of the General Fund of said City and that for the purpose of reimbursing said General Fund and in order to provide for the collection of a direct annual tax sufficient to pay the interest on said bonds as it accrues, and also to pay and discharge the principal thereof at maturity, there be and there is hereby levied upon all taxable property in said city in addition to all other taxes the following direct annual tax, namely:

> For the year 1912 a tax sufficient to raise the sum of $1,181.25, being $393.75 for the reimbursement of the General Fund of said city as aforesaid, and $787.50 for interest maturing in 1913.

sufficient to raise the sum of $787.50 for interest maturing in each of the years from 1914 to 1923 inclusive.

For the year 1923 a tax sufficient to raise the sum of $2,253.75 being $753.75 for interest maturing in 1924 and $1,500 for principal maturing on May 1, 1924.

For the year 1924 a tax sufficient to raise the sum of $2,675.00 being $675.00 for interest maturing in 1925 and $2,000 for principal maturing on May 1, 1925.

For the year 1925 a tax sufficient to raise the sum of $2,585.00 being $585.00 for interest maturing in 1926 and $2,000 for principal maturing on May 1, 1926.

For the year 1926 a tax sufficient to raise the sum of $2,495.00 being $495.00 for interest maturing in 1927 and $2,000 for principal maturing on May 1, 1927.

For the year 1927 a tax sufficient to raise the sum of $2,405.00 being $405.00 for interest maturing in 1928 and $2,000 for principal maturing on May 1, 1928.

For the year 1928 a tax sufficient to raise the sum of $2,315.00 being $315.00 for interest maturing in 1929 and $2,000 for principal maturing on May 1, 1929.

For the year 1929 a tax sufficient to raise the sum of $2,225.00 being $225.00 for interest maturing in 1930 and $2,000 for principal maturing on May 1, 1930.

For the year 1930 a tax sufficient to raise the sum of $2,135.00 being $135.00 for interest maturing in 1931 and $2,000 for principal maturing on May 1, 1931.

For the year 1931 a tax sufficient to raise the sum of $2,045.00 being $45.00 for interest maturing in 1932 and $2,000 for principal maturing on May 1, 1932.

SECTION 5. That forthwith on the passage of this ordinance a properly certified copy thereof shall be filed in the office of the County Clerk of De Kalb County, who shall ascertain in each of the years 1912 to 1931 inclusive, the rate per centum required to be levied to produce the aggregate tax hereinbefore levied for each of said years respectively, and extend the same on the tax books in connection with the taxes levied in each of said years respectively upon the property of said city for general corporate purposes of said city, and in each of said years said annual tax shall be collected at the time and in the same manner as taxes levied in the said city for general purposes for each of such years are collected, and when collected shall be used for the purposes herein designated and for no other purpose whatever.

SECTION 6. That each of said bonds, but not its coupons may be registered as to ownership from time to time on the bond register of said city, which registration shall be noted on the bond, and if registered shall pass on by transfer upon said bond register by the registered owner or his representative unless the last transfer shall have been made and registered to bearer, in each case it shall again pass by delivery until again registered in the name of the holder. The registration of such bonds shall not effect the negotiability of the coupons.

The said city clerk of the said City of De Kalb is hereby directed to procure a suitable book to be known as the bond register of said city in which book he shall register said bonds as hereinbefore provided, upon request of the holders thereof, and shall note such registration upon said bonds.

This ordinance shall be in force and effect from and after its passage and approval.

Passed by the City Council of said City this 20th day of April A.D.1912.

Approved by the Mayor of said City this 22nd. day of April A. D. 1912.

C. E. Bradt
MAYOR.

ATTEST:

G. N. Blackman
CITY CLERK.

AN ORDINANCE

An Ordinance appointing the members of the Board of Local Improvements for the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the municipal year ending April 30th, 1913.

Board of Loca Improvements for year endi Apr. 30, 1913

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

That the Board of Local Improvements, for the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the municipal year ending April, 30th, 1913, shall consist of Mayor C. E. Bradt, City Engineer A. R. Russell, Alderman J. H. Jarboe, Alderman P. N. Joslin, and Alderman Chas. Fox, and they are hereby designated and appointed the members of said Board.

Passed by the City Council of said City, and approved by the Mayor thereof, this 4th day of May A. D. 1912.

C. E. Bradt
MAYOR.

ATTEST:
G. N. Blackman
CITY CLERK.

An Ordinance amending an ordinance entitled "An ordinance creating the office and defining the powers and duties of a City Engineer of the City of DeKalb and State of Illinois."

Amendment to Ord. creating office and defining duties of City Engineer.

Be It Ordained, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That Section 6. of an ordinance entitled, "An Ordinance creating the office and defining the powers and duties of a City Engineer of the City of DeKalb and State of Illinois," passed by the City Council of said City upon the 13th day of May, 1907 and duly approved by the Mayor of said City on the 14th day of May 1907, be and the same is hereby amended to read as follows:-

Section 6. The City Engineer shall receive a salary of One Hundred and Twenty-five Dollars per month and it shall not be increased or deminished to take effect during the term for which he has been appointed, which salary shall be in full satisfaction for all services as City Engineer and as ex-officio Water Commissioner, and the said City Engineer shall devote his entire time to the duties of City Engineer and ex-officio Water Commissioner as aforesaid.

Passed by the City Council of said and approved by the Mayor thereof this 1st. day of June A. D. 1912.

C. E. Bradt
Mayor.

Attest:
G. N. Blackman
City Clerk.

AN ORDINANCE.

ropriation
inance for
r ending
il 30th 1913.

An Ordinance making appropriations for corporate purposes for the fiscal year of the City of DeKalb, Illinois, from May 1st 1912 to April 30th, 1913.

Be it ordained by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Sec. 1. That the following sums, or so much thereof as may be authorized by law, be and the same are hereby appropriated for the corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the fiscal year of said City, beginning May 1st 1912 and ending April 30th, 1913, as hereinafter specified:

Salaries-	$ 6000.00
Fire Department	14000.00
Police-	8000.00
Streets & Alleys-	6000.00
Sidewalks	2500.00
Maintenance of Waterworks	10000.00
Extension of Waterworks	15000.00
Sewers & Drains	10000.00
Street Lighting	10000.00
Public Buildings-	2500.00
Health Department	1000.00
Parks-	1000.00
Incidentals	3000.00
Board of Local Improvements	3000.00
Public Hospital	4000.00
Public Library-	2500.00
Waterworks Extension Bonds 6,7,8,9 & 10 of 1908	2500.00
Interest on Waterworks Bonds of 1908-	56.25
Waterworks Extension Bonds 5,6,7 & 8-	2000.00
Interest on Waterworks Extension Bonds-	175.00
Interest on Pavement Bonds of 1902-	640.00
Interest on Engine House Bonds-	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Waterworks Extension Bonds of 1910	427.50
Interest on Waterworks Extension Bonds of 1912	1181.25
	$106080.00

Sec. 2. All unexpended balances of any items of any general appropriation made by this ordinance may be expended by making up any deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

Passed by the City Council of said City, and approved by the Mayor thereof, this 6th day of July, A. D. 1912.

C. E. Bradt
Mayor.

Attest:

G. N. Blackman
City Clerk.

Published in the DeKalb Review, July 11th 1912.

AN ORDINANCE.

Tax Levy Ordinar
Year ending Apr
30th 1913.

An Ordinance for the levy and assessment of taxes for corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the fiscal year ending April 30th, 1913.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

SECTION 1. That the sum of Thirty-Seven Thousand, Eight hundred and Eighty ($37,880.00) Dollars, the same being that part of the total appropriations heretofore made for corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, to be collected from the tax levy of the current and fiscal year of said city, be and the same is hereby levied and assessed upon all the real and personal property in said city, subject to its municipal tax, as the same is levied for state and county taxes for the currect and fiscal year, the said tax so levied and assessed being for the currect fiscal year of said city and the appropriations for said current and fiscal year; the total amount of which has been ascertained by an ordinance passed by the City Council of said City and approved by the Mayor thereof on the Sixth day of July, A.D.1912, and published in"The DeKalb Review" a weekly newspaper of general circulation printed, published and circulated in said City, County and State, the date of said publication being the 11th day of July, A.D.1912, the amount of said appropriations being as follows:-

Salaries	6000.00
Fire Department	14000.00
Police	8000.00
Streets & Alleys	6000.00
Sidewalks	2500.00
Maintenance of Waterworks	10000.00
Extension of Waterworks	15000.00
Sewers & Drains	10000.00
Street Lighting	10000.00
Public Buildings	2500.00
Health Department	1000.00
Parks	1000.00
Incidentals	3000.00
Board of Local Improvements	3000.00
Public Hospital	4000.00
Waterworks Extension Bonds 6,7,8,9,& 10 of 1908	2500.00
Interest on Waterworks Bonds of 1908	56.25
Waterworks Extension Bonds 5,6,7 & 8	2000.00
Interest on Waterworks Extension Bonds	175.00
Interest on Pavement Bonds of 1902	640.00
Interest on Engine House Bonds	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Waterworks Extension Bonds of 1910	427.50
Interest on Waterworks Extension Bonds of 1912	1181.25
	$106080.00

That the remaining amount of said appropriations will be filled and raised from moneys on hand, not otherwise appropriated, and from other sources of revenue of said City; the total sum so levied and assessed as aforesaid, being divided between said items of said appropriations as follows;-

Continued on page 66.

Salaries	4000.00
Fire Department	4000.00
Police	3000.00
Streets & Alleys	2000.00
Sidewalks	500.00
Maintenance of Waterworks	1000.00
Extension of Waterworks	500.00
Sewers & Drains	1200.00
Street Lighting	4000.00
Public Buildings	500.00
Health Department	500.00
Parks	400.00
Incidentals	1400.00
Board of Local Improvements	1000.00
	$24000.00

Public Hospital	4000.00
Public Library	2400.00
Waterworks Extension Bonds 6,7,8,9,&10 of 1908	2500.00
Interest on Waterworks Bonds of 1908	56.25
Waterworks Extension Bonds 5, 6, 7, & 8 1912	2000.00
Interest on Waterworks Extension Bonds	175.00
Interest on Pavement Bonds of 1902	640.00
Interest on Engine House Bonds	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Waterworks Extension Bonds of 1910	427.50
Interest on Waterworks Extension Bonds of 1912	1181.25
	13880.00
	24000.00
Total --	$37880.00

SECTION 2. The City Clerk of said City is hereby directed to file with the County Clerk of DeKalb County, Illinois, on or before the third Tuesday of September, A. D. 1912, a copy of this ordinance, duly certified by him under the corporate seal of said City as required by law.

Passed by the City Council of said City and approved by the Mayor thereof, this Seventh day of September, A. D. 1912.

C. E. Bradt
Mayor.

Attest;
G. N. Blackman
City Clerk.

AN ORDINANCE

Vacating parcels of streets and alleys in Gilson's Add.

Vacating a portion of Tenth Street, also a parcel of land between the East line of the West half of the East half of Section Twenty-three (23), Township Forty (40) North, Range Four (4) East of the Third Principal Meridian and Block Seventeen (17), also a portion of Eleventh Street, also an alley in Block Twenty-four (24), also an alley in Block Twenty-eight (28), all in Gilson's Addition to the City of DeKalb.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DEKALB, IN THE COUNTY OF DE KALB, IN THE STATE OF ILLINOIS:

Section 1. That the following described Real Estate be, and the same is hereby vacated by the City of DeKalb, and the portions of the herein described streets and alleys are hereby closed towit:

A portion of Tenth Street, beginning at the point of intersection of the west line of Block Eighteen (18) of Gilson's Addition produced south to intersect the north line of the right-of-way of the Chicago & Northwestern Railway Company; thence northwesterly to the southwest corner of the east thirty (30) feet of Tenth Street in said City between Blocks Eighteen (18) and Nineteen (19) of Gilson's Addition to the Village (now City) of DeKalb, as described in an ordinance of vacation passed by the City Council of said City on March 18th, 1902; thence south on the west line of said east thirty (30) feet produced to intersect the north line of said right-of-way; thence easterly along the north line of said right-of-way to the place of beginning; said above described tract being all that part of the east thirty (30) feet of Tenth Street as said Tenth Street was described and located prior to March 18th, 1902, in the City of DeKalb, Illinois, between the south line of Oak Street, and the north line of the right-of-way of the Chicago and Northwestern Railway Company, not heretofore vacated by ordinance of vacation passed by the City Council of said City on March 18th 1902; said tract being indicated on the plat hereto attached as the shaded portion marked "B".

ALSO all that parcel of land between the east line of the west half of the east half of Section Twenty-three (23), Township Forty (40) North, Range Four (4) East of the Third Principal Meridian and Block Seventeen (17) of Gilson's Addition to the Village (now City) of DeKalb, Illinois, and between the south line of Oak Street and the north line of the Chicago & Northwestern Railway Company's right-of-way in said City; said tract being indicated on the plat hereto attached as the shaded portion marked "C".

ALSO that part of Eleventh Street between Blocks Twenty-three (23) and Twenty-four (24) of Gilson's Addition to DeKalb, Illinois, described as follows: Beginning at the northeast corner of said Block twenty-three (23); thence southerly along the easterly line of said Block Twenty-three (23) to the north line of the alley in said Block; thence easterly on an extension of the north line of said alley thirty (30) feet; thence southerly parallel to the east line of said Block Twenty-three (23), twenty (20) feet; thence easterly parallel to the north line of said alley thirty (30) feet to the east line of Eleventh Street; thence northerly along the east line of Eleventh Street to the northwest corner of said Block Twenty-four (24); thence westerly along the south line of the right-of-way of the Chicago and Northwestern Railway Company to the place of beginning; said tract being indicated on the plat hereto attached as the shaded portion marked "D".

ALSO the alley in Block Twenty-four (24) of Gilson's Addition to the Village (now City) of DeKalb, Illinois; said tract being indicated on the plat hereto attached as the shaded portion marked "E".

ALSO the alley in Block Twenty-eight (28) of the original town (now City) of DeKalb, Illinois, between Lots Three (3), Four (4), Five (5), and Nine (9), Ten (10) and Eleven (11) of said Block; said tract being indicated on the plat hereto attached as the shaded portion marked "F".

PASSED this 7th day of September, A. D. 1912.

APPROVED by me, this 9th day of September, A.D. 1912.

C. E. Bradt
Mayor.

ATTEST:

G. R. Blackman
City Clerk.

nance for
r & Purifi-
on Works
portion of
of DeKalb.

AN ORDINANCE
FOR A CONNECTED SYSTEM OF SANITARY SEWERS, BRANCH OUTLET SEWERS AND MAIN OUTLET SEWERS AND SEWAGE PURIFICATION WORKS IN AND FOR A PORTION OF THE CITY OF DE KALB.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of De Kalb, in the State of Illinois:

Section 1. That a local improvement shall be made in the City of DeKalb, in the County of DeKalb, in the State of Illinois, the nature, character, locality and description of which said local improvement shall be as in this ordinance provided:

Section 2. There is hereby established a sewer district, comprising the territory in said City, the sewage from which will be collected and disposed of by said system of sewers, outlets and sewage purification works, which said sewer district is described and bounded as follows:

Beginning on the north line of Section Twenty-four (24),Township Forty (40) North, Range Four (4) East of the Third Principal Meridian, DeKalb County, Illinois, at its intersection with the west north and south quarter section line of said section, thence south along said west north and south quarter section line to the north line of the right of way of the Chicago & North Western Railway Company:

Thence westerly along the north line of said railway right of way to an intersection with the east line of Martin Dodge's Addition, produced northerly:

Thence southerly along the easterly line of said addition and the same produced northerly to the north line of the DeKalb and Cortland Road; thence westerly to the east line of Section Twenty-three (23) in said township:

Thence south along the east line of said Section Twenty-three(23) to an intersection with the south line of Block Two (2) of King's East Addition produced easterly:

Thence westerly along said south line of Block Two (2) and the same produced easterly to the east line of Block Thirteen (13) of Hunt's Addition .

Thence south along the east line of Block Thirteen (13) of Hunt's Addition, to the south east corner of Lot Three (3) of said Block:

Thence west to the southeast corner of Lot Three (3) of Block Six (6) of Hunt's Addition:

Thense south along the east line of said Block Six (6) to the south east corner thereof:

Thence west along the south side of said Block Six (6) to the north and south half section line of Section Twenty-three (23), Township and Range aforesaid:

Thence westerly along the south lines of Blocks Fifty-three (53) Fifty-four (54) and Fifty-nine (59) of Russell Huntley's Addition and their productions to the southeast corner of Block Fifty-five (55) of said Addition:

Thence southerly along the east line of Block Fifty-eight (58) of said Russell Huntley's Addition and its production to the north line of South Street:

Thence westerly along the north line of South Street to a point measured along the same, One Hundred and Forty-eight and Five Tenths (148.5) feet westerly from the west line of First Street:

Thence northerly on a line One Hundred and Forty-eight and Five Tenths (148.5) feet westerly from and parallel with the west line of First Street to the north line of Main Street:

Thence westerly along the north line of Main Street to the south west corner of Lot One (1) of Mayo's Subdivision:

Thence northerly along the west line of said Lot One (1) to the north west corner thereof:

Thence easterly along the north line of said lot Sixty (60)feet:

Thence northerly to the southwest corner of Lot Three (3) of Brown & Smith's Subdivision:

Thence easterly along the south line of said Lot Three (3) to an intersection with a line Two Hundred and Fourteen and Five Tenths (214.5) feet westerly from and parallel with the west line of First St:

Thence northerly along said parallel line to the south line of Lot One, (1), Block F, I.L.Ellwood's Addition:

Thence westerly along the south line of said Lot One (1) to the southwest corner thereof:

Thence northerly along the west line of said Lot One (1) to the north west corner thereof:

Thence northwesterly to the south west corner of Lot Two (2) of Block A, of I.L.Ellwood's Subdivision:

Thence northerly along the west line of said Lot Two (2) to the north west corner thereof:

Thence easterly along the north line of said Block A, to the west line of Section Twenty-three (23), Twonship and Range aforesaid:

Thence northerly along the west line of said Section Twenty-three (23) to the north west corner thereof:

Thence easterly along the north line of said Section Twenty-three (23) to its intersection with the northerly line of the Langlois & Townsend's Addition, being a resubdivision of portions of Blocks One (1) Two (2) and Three (3) of the Ellwood Syndicate Addition:

Thence northeasterly along the northerly line of said Langlois & Townsend's Addition to an intersection with the west line of Fourth Street:

Thence south along the west line of Fourth Street to the North line of said Section Twenty-three: (23):

Thence east along the north line of Section Twenty-three (23) to the east line of Seventh Street:

Thence north along the east line of Seventh Street to the North west corner of Langlois & Twonsend's Third Addition:

Thence easterly along the north line of said Addition to the west line of Block Four (4) of said Addition; thence north to the northwest corner of Block Four of said Addition, and thence easterly along the north line of said Addition to the east line of the same:

Thence southerly along the east line of said Addition to the north line of Section Twenty-three (23):

Thence easterly along the north line of Sections Twenty-three (23) and Twenty-four (24) to the place of beginning:

Right, permission, privilege and authority are hereby given and granted to the present and future owners and occupants of the lands lying within the said sewer district, to connect all house drains which now exist or which may be constructed hereafter within said district into and with the sewers described in this ordinance, for the purpose of discharging sewage only into said sewers:

Section 3. Said sewage purification works shall be constructed and located on the tract of land described as follows:

DESCRIPTION OF SITE.

-:0:-

Beginning on a line extending from the south west corner of Prospect Place, a subdivision of a part of the south half of the north east quarter and of the north half of the south east quarter of Section Fourteen (14), Township Forty (40) North, Range Four (4), East of the Third Principal Meridian, in DeKalb County, Illinois, to the center of said Section, at a point measured westerly along said line two hundred and twelve feet (212 ft.) from said south west corner of Prospect Place, thence north and parallel with the north and south center line of said section, to an intersection with a line three hundred and thirty feet (330 ft.) north of and parallel with the east and west center line of said section, thence westerly parallel with and three hundred and thirty feet (330 ft.) north of said east and west center line of said section to the center of the Kishwaukee River, thence south easterly along the center of the Kishwaukee River to the center of said section, thence easterly along said first mentioned line to the place of beginning.

The said purification works shall consist of an inlet chamber, an overflow chamber, a grit chamber, sludge tanks, settling tanks, dosing chambers, filter beds and a sludge basin, together with the necessary inlet and outlet pipes, connecting pipes, bulkheads, valves, alternating siphons and other appurtenances.

The location and dimensions of said structures and all their parts shall be as shown in the drawings numbered One, (1) to Four (4) inclusive, which drawings are hereto attached and hereby made a part of this ordinance. Wherever in any of the said drawings elevations are indicated, such elevations shall be measured in feet and decimal parts of a foot above City Datum, heretofore established by ordinance, of the City of DeKalb, All other dimensions are in feet (') and inches ("). Said City Datum is a horizontal plane, one hundred feet below the top of the stone door step at the north east corner of the city hall, in said City.

EXCAVATION.

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The ground shall be excavated to the required depth for the foundations of the various structures provided for in this ordinance. After the completion of the said structures the trenches shall be refilled and the surface of the ground about the said structures structures shall be graded and brought to the elevations indicated on said drawings.

Tank and Dosing Chamber Building.

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The sludge tanks, settling tanks and dosing chambers shall be enclosed in one building, ninety-five feet and three inches long by forty-three feet, nine inches wide, (95 ft.,3 in. by 43 ft. 9 in.) outside measurements; the outer or surrounding walls shall be fifteen inches (15 in.) in thickness. The building shall be divided by a longitudinal wall along its center line, which wall shall be fifteen (15) inches in thickness. Each portion of the building so divided, shall be divided into three (3) compartments, Thirty (30) feet by Twenty (20) feet, inside dimensions, by two cross walls, one wall being located Thirty (30) feet westerly of the easterly end of the building and shall be fifteen (15) inches in thickness, and the other wall being located Thirty (30) feet westerly of the first cross wall, shall be eighteen (18) inch in thickness, all as shown in said drawings.

Floor Levels.

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The floor of the sludge tanks in the easterly portion of the building at the easterly walls of the tanks, shall be at an elevation of 61.50 ft. above the City Datum, and shall continue at that elevation westerly for a distance of Three (3) feet, thence it shall slope uniformly to an elevation of 53.50 ft. above City Datum at a point Eleven (11) feet easterly of the westerly walls of the sludge tanks, thence it shall rise uniformly to an elevation of 57.75 ft. above the City Datum at the westerly end of the sludge tanks, which is at the easterly face of the first cross wall hereinbefore described. The floor of the settling tanks which are the central compartments of the structure just west of the cross wall last mentioned, shall be at an elevation of 58.25 ft. above City Datum at the easterly end thereof; thence shall rise uniformly to an elevation of 58.75 ft. above City Datum at the westerly end of the said settling tanks. The floor of the dosing chambers, which are the westerly compartments of the building above described, shall be at an elevation of 62.00 ft. above City Datum, all as shown in said drawings.

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All floors of said building shall have a thickness of six (6) inches. All walls shall be supported by footing courses of concrete having a width of three (3) feet and three (3) inches, and a depth of twelve (12) inches below the bottom of the adjacent floors, with the exception that the walls eighteen (18) inches in thickness shall have footing courses three (3) feet and six (6) inches wide, and with the further exception that the walls surrounding the dosing chambers shall be supported on footings twelve (12) inches in depth, the bottom of which shall be four (4) feet below the bottom of the floor of the said dosing chambers, all as shown in said drawings.

Roof.

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The tanks and dozing chambers hereinbefore described shall be covered with a concrete roof five (5) inches in thickness, which shall be supported by the walls of the tanks and by reinforced concrete beams resting upon said walls. The elevation of the top of the said roof over the central longitudinal dividing wall shall be 68.92 feet above City Datum, and over the side walls it shall be 68.42 feet above City Datum, with the exception that the westerly Thirteen (13) feet of said roof over said central longitudinal wall shall have an elevation of 73.42 feet above City Datum and over the side walls shall have an elevation of 72.92 feet above City Datum, all as shown in said drawings.

Reinforcement.

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The floors of the tank and dosing chambers shall be reinforced with steel woven fabric, composed of longitudinal rods one-fourth ($\frac{1}{4}$) of an inch in diameter, spaced four (4) inches apart, and cross wires, one-tenth (1/10) of an inch in diameter, spaced twelve (12) inches apart. The reinforcement shall be so placed that its top shall be one (1) inch below the top of the floor. The reinforcement shall extend through the entire length and breadth of the floor; the longitudinal rods shall be placed transversly to the side walls of the tanks.

The outer walls of the tanks and dosing chambers shall be reinforced with vertical steel rods one-half ($\frac{1}{2}$) inch in diameter, spaced twelve (12) inches apart, and horizontal steel rods one-fourth ($\frac{1}{4}$) inch in diameter, spaced eighteen (18) inches apart. The steel reinforcement shall be two (2) inches from the inner face of the walls. The longitudinal partition wall shall be reinforced with two sets of steel rods, of the same dimensions and spacings as the reinforcements for the outer walls, and the sets shall be placed two (2) inches from the respective faces of the walls. The transverse dividing walls shall be reinforced with horizontal steel rods one-fourth ($\frac{1}{4}$) inch in diameter, spaced twelve (12) inches apart. The plane of reinforcement shall be in the center of the walls.

The slabs forming the roof of the tanks and dosing chambers shall be reinforced with steel woven fabric, composed of rods one-fourth ($\frac{1}{4}$) inch in diameter, spaced two (2) inches apart, and crosswires one-tenth (1/10) inch in diameter, spaced six (6) inches apart. The reinforcement shall be so placed that its bottom shall be one inch above the bottom of the slabs, with the exception that at each supporting beam and wall it shall pass over the steel rods of said beams and walls. The longitudinal rods of said fabric shall be placed transversely to said beams. The concrete beams and baffle plates shall be reinforced with steel rods of the sizes and location as shown in said drawings.

All steel used in the reinforcement shall be of the best quality and shall have an ultimate strength of Sixty thousand (60,000) pounds per square inch, and an elastic limit of Thirty-six thousand (36,000) pounds per square inch. Wherever the steel rods or wires cross each other, they shall be securely fastened together. The vertical rods in the walls shall be fastened to the reinforcement of the floor and roof, and the reinforcement of the roof slabs shall be fastened to the reinforcement of the beams.

Concrete.

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All concrete used in the construction of the tanks and dosing chambers, including floors, all walls, beams, baffle plates, weirs and roofs shall be composed of one (1) part Portland Cement, (by volume), two and one-half ($2\frac{1}{2}$) parts of torpedo sand and five (5) parts of crushed gravel. All other concrete used in this improvement, including grit chamber, and inlet chamber, overflow chamber, valve boxes, bulk heads at sludge basin, at the river and at the filter beds, the floor of the filter beds and the foundation and top of the rubble walls shall be composed of one (1) part (by volume) of Portland Cement, three parts (3) of torpedo sand and six (6) parts of crushed gravel.

Portland Cement.

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All Portland Cement used in this improvement shall be of a fineness permitting ninety-two (92) percentum to pass through a sieve with one hundred (100) meshes to a lineal inch, and test pieces, mixed with one part of cement to three parts of sand, shall have a tensile strength of two hundred (200) pounds to the square inch, after being exposed to the air one day and immersed in water six days.

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All torpedo sand used in this said concrete shall be well graded in size from particles one-eighth (1/8) of an inch in diameter to fine dust, provided that not to exceed ten (10) percentum of the sand shall be sufficiently fine to pass through a sieve with one hundred (100) meshes to the lineal inch.

Gravel.

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All gravel used in said concrete shall be crushed so as to pass through a screen having openings one (1) inch in diameter, and to pass over a screen having openings one-fourth ($\frac{1}{4}$) inch in diameter.

Concrete Mixing and Finish.

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All concrete shall be thoroughly mixed with sufficient water to form a plastic mass and shall be placed in smooth forms. After the concrete has set, and the forms have been removed, all surfaces that are exposed shall be pointed and smoothly plastered where necessary to fill superificial cavities, with a mixture of one(1) part cement and one (1) part sand. The upper surfaces of all floors, roof and weirs shall be smoothly trowelled.

Grit,Inlet And Overflow Chambers.

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At the easterly end of the building containing the tanks hereinbefore described, shall be constructed a grit chamber, forty-six (46) feet long, parallel with the end of the said building, by two (2) feet wide and six (6) feet and four (4) inches deep, inside measurement. Adjacent to the grit chamber at its southerly end shall be constructed an inlet chamber two (2) feet by three (3) feet, inside measurement.

Adjacent to the westerly side of the inlet chamber and the grit chamber shall be constructed an overflow chamber six (6) feet long, (parallel to the grit chamber), and two (2) feet six (6) inches wide. All outer walls of the grit chamber, inlet and overflow chambers shall be eight (8) inches in thickness. The dividing walls shall be six (6) inches in thickness, and the floors shall be six (6) inches in thickness. The top of the outer walls of the inlet and outlet chambers and of the grit chamber shall be at an elevation of 67.83 feet above City Datum,all as shown in said drawings.

The elevation of the bottom of the inside of the tile pipe main outlet sewer hereinafter described, at the point of connection with the inlet chamber shall be 64.00 feet above City Datum. The elevation of the top of the dividing wall between the inlet chamber and the overflow chamber (forming an overflow weir) shall be 65.00 feet above City Datum. Through the dividing wall between the inlet chamber and the grit chamber shall be placed a sewer tile pipe, ten (10) inches in internal diameter. The elevation of the bottom of the inside of said tile pipe shall be 64.00 feet above City Datum. The elevation of the top of the dividing wall between the grit chamber and the overflow chamber (forming an overflow weir) shall be 64.65 feet above City Datum, all as shown in said drawings.

Tile Pipe Sewers.

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A tile pipe sewer, eighteen (18) inches in internal diameter shall he laid along a line ten (10) feet northerly of and parallel with the southerly line of the tract of land hereinbefore described, and extend from its connection with the overflow chamber hereinbefore described, to the easterly bank of the Kishwaukee River, where it shall be supported by a bulkhead. The bottom of the inside of the said tile pipe sewer at the bank of the river shall be at an elevation of 50.50 feet above City Datum, and thence shall rise to an elevation of 51.00 feet above City Datum, at a point opposite the westerly end of the filter beds hereafter described and provided for, and thence shall rise to an elevation of 57.00 feet above City Datum, at a point opposite the easterly end of the said filter beds, and thence shall rise to an elevation of 60.50 feet above City Datum, at the overflow chamber, all as shown in said drawings.

Iron Pipe, Valves And Tile Pipe Tees.

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A light weight cast iron inlet pipe, eight (8) inches in internal diameter, shall extend from the grit chamber to each sludge tank, where it shall connect with a light weight cast iron pipe, six (6)inches in internal diameter, which shall be provided with tee pipes, four (4) inches in internal diameter, all as shown in the said drawings. An eight (8) inch cast iron, low pressure gate valve with bronze mountings shall be placed on each inlet pipe, between the grit chamber and the sludge tank, all as shown in said drawings.

A line of eight (8) inch by three (3) inch sewer tile pipe tees shall be laid along the trough formed by the floor of each sludge tank, and at the outer wall shall be connected with a light weight cast iron pipe, eight (8) inches in internal diameter which shall extend to a twelve (12) inch tile pipe sewer hereinafter provided for. The cast iron pipe last mentioned shall be provided with an eight (8) inch cast iron, low pressure gate valve with bronze mountings, which shall be located just outside the wall of the sludge tank, all as shown in said drawings.

A light weight cast iron pipe six (6) inches in diameter, fitted with a six (6) inch cast iron, low pressure gate valve with bronze mountings shall be placed in each wall between the settling tanks and the dosing chambers at the elevation of the floor of the dosing chambers, all as shown in said drawings.

A light weight cast iron pipe six (6) inches in diameter fitted with a six (6) inch cast iron shear valve with bronze mountings shall be placed in the wall between the two dosing chambers; the bottom of the said pipe and valve shall be twelve (12) inches above the floor of

A cast iron pipe and valve similar to the pipe and valve last mentioned, shall be placed in a similar manner in the southerly wall of the southerly dosing chamber, where it shall connnect to a tile pipe sewer six (6) inches in internal diameter, which shall extend from the said connection to the eighteen (18) tile pipe sewer hereinbefore described, all as shown in said drawings.

All gate valves shall be provided with keys and valve stems of suitable length and all shear valves shall be provided with handles of suitable length for convenient operation.

Alternating Siphons.

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Two automatic alternating siphons with discharge pipes, ten (10) inches in internal diameter and with a draught of two (2) feet, shall be installed in each dosing chamber, in such a manner that each will discharge in turn whenever the water in the dosing chamber rises to an elevation of 64.33 feet above the City Datum, all as shown in said drawings.

Valve Boxes.

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The cast iron valves on the inlet pipes shall be enclosed in a concrete box, seven (7) feet by three (3) feet; inside measurement, and the cast iron valve on each sludge pipe shall be enclosed in a concrete box, four (4) feet by four (4) feet, inside measurement. The outer walls of each valve box shall be eight (8) inches in thickness, and the elevation of the top of the walls shall be 67.83 feet above City Datum, all as shown in said drawings.

Tank Wall Openings.

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Each wall between the sludge tanks and the settling tanks shall be perforated by four slotted openings, eight (8) feet six (6) inches long by six (6) inches high. Two of the said openings shall be at the elevation of the floor, and the top of the other openings shall be at an elevation of 63.50 feet above City Datum, all as shown in said drawings.

Weirs And Baffle Plates.

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Each wall between the settling tanks and the dosing chambers shall be provided with two weirs eight (8) feet six (6) inches long, the top of which shall be at an elevation of 64.50 feet above City Datum. A concrete baffle plate eighteen (18) inches deep and six (6) inches thick shall be placed in front of each weir, in such a manner that the top edge shall be at an elevation of 65.00 feet above City Datum, and that there will be a space of six (6) inches between the baffle plate and the weir, all as shown in said drawings.

Doors.

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A door three (3) feet by seven (7) feet shall be set in the outer wall of each dosing chamber, as shown in said drawings. Each door shall be constructed of vertical round steel bars five-eighths (5/8) inch in diameter, set six (6) inches apart in a framework of steel bars, five-eighths (5/8) inch by one-and one-half (1½) inches in cross-section. Each door shall be securely attached by means of suitable hinges and a padlock to a cast iron frame which shall be securely attached to the concrete wall.

Scuttles.

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Eight scuttles or openings, twenty (20) inches square, shall be provided in the roof of said building, as shown in said drawings. Each scuttle shall be provided with a light weight cast iron cover attached by suitable hinges and a padlock, to a light weight cast iron frame twenty-four (24) inches square, which shall be securely attached to the concrete roof.

Iron Ladders.

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An iron ladder shall be built in the wall of the tank building under each scuttle. The ladder shall consist of one (1) inch iron bars spaced twelve (12) inches apart, as shown in said drawings.

Planks.

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The grit chamber, the inlet and overflow chambers and the valve boxes shall be covered with pine planks two (2) inches in thickness, securely spiked to the cross pieces, which shall be two (2) inches by four (4) inches in cross section.

Filter Beds.

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Two filter beds shall be constructed, each having a width of thirty-two (32) feet and a length of One Hundred and Seventy (170) feet on the surface, and separated from each other by a passage way between two walls eight (8) feet high, five (5) feet apart at the top and three (3) feet apart at the bottom, the walls extending the length of the filter beds. The filter beds shall be located immediately westerly of the building hereinbefore described, and the center line of the said passage way shall coincide with the extension of the center line of the said buildings, all as shown in said drawings.

The filter beds shall be constructed upon a floor of concrete six (6) inches in thickness; the said floor shall extend across the said passage-way, and shall have a width of fifty-one (51) feet and a length of One Hundred and Sixty (160) feet. Upon the floor of the filter beds shall be placed rows of six (6) inch, internal diameter, tile pipe split in half lengthwise and laid with open joints. The rows shall be spaced twelve (12) inches apart, center to center, and shall be laid in the direction transverse to the walls hereinbefore described. The said walls shall be constructed of large rubble stones, laid dry with open joints on a foundation of concrete, and with a top or coping of concrete. The westerly ends of the filter beds shall be constructed of similar walls, and the easterly ends and the outer sides shall be formed of earth left at the slope of one and one-half (1½) horizontal to one (1) vertical, after the space required for the filter beds has been excavated, all as shown in said drawings.

Bulkheads.

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A bulkhead of concrete of the dimension shown in said drawings, shall be constructed across the easterly end of said passage way, so as to connect the two walls hereinbefore described, all as shown in said drawings.

Filters.

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Upon and between the half round tile pipes hereinbefore described shall be placed a layer of crushed stone of a uniform size of four (4) inches in diameter, and having a depth of twelve (12) inches over the tops of the tile pipes at the center walls and six inches (6) at the sides of the filter beds. Upon this shall be placed a layer of crushed stone of a uniform size of one and one-half (1½) inches in diameter, having a depth of five (5) feet and upon this shall be placed a layer of gravel of uniform size of one (1) inch in diameter, and having a depth of three (3) inches. Upon this shall be placed a layer of gravel of uniform size of one-half (½) inch and having a depth of six (6) inches, all as shown in said drawings.

Filter Bed Elevations.

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The top of the filter bed at its easterly end shall be at an elevation of sixty (60) feet above City Datum, and thence shall slope gradually to an elevation of 59.50 feet above City Datum at its westerly end.

Distribution Flume.

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From each discharge pipe of the automatic siphons hereinbefore provided for shall be constructed a wooden distribution flume which shall rest on top of the filter beds, each flume being so placed as to serve one-fourth (¼) of the entire area of the filter beds. Each flume shall consist of nine (9) sections, each sixteen (16) feet long and constructed of pine planks two (2) inches in thickness, nailed to cross pieces four (4) inches by four (4) inches, and with sides ten (10) inches in height, nailed to the bottom planks. The first two sections of each flume shall be thirty-six (36) inches in width, the third section shall be thirty-two (32) inches in width and each succeeding section four (4) inches narrower than the preceding one. The ends of the side planks shall be cut in sich a manner as to form openings three (3) inches in width, all as shown in said drawings.

Sludge Basin.

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A tile pipe sewer twelve (12) inches in internal diameter shall be built from and connected with the westerly end of the passage way between the filter beds hereinbefore described, to and connected with the eighteen (18) inch tile pipe sewer hereinbefore described, all as shown in the said drawings.

The sludge basin shall be fifty (50) feet by sixty (60) feet in area, and located as shown in said drawings. The sludge basin shall be graded and brought to an elevation of 52.50 feet above City Datum,with the surrounding earth banks left at a slope of two (2) horizontal to one (1) vertical. The sludge basin shall be under drained by a tile pipe ten (10) inches in internal diameter, with branch pipes six (6) inches in internal diameter. All pipes shall be laid with open joints, covered with four (4) inch strips of tarred paper and covered to the width of the trenches with coarse gravel. The whole basin shall then be covered with coarse gravel to a depth of six (6) inches.

Sludge Basin Sewer.

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A tile pipe sewer twelve (12) inches in internal diameter shall be laid along each side of the building hereinbefore described and provided for, from the eight (8) inch discharge pipes from the sludge tanks, and shall extend to and connect with the tile pipe sewer twelve (12) inches in diameter, which shall be laid along the westerly end of the buildings, and shall extend to and connect with a tile pipe sewer twelve (12) inches in diameter, which shall be laid along the northerly side of the filter bed hereinbefore described and provided for, and extend to the Kishwaukee River where it shall be supported by a bulk head, all as shown in said drawings.

cast iron shear valve with bronze mountings. A light weight cast iron pipe ten (10) inches in internal diameter, shall be connected with the said twelve (12) inch sewer, immediately easterly of the shear valve last mentioned, and shall extend to the edge of the sludge basin, where it shall be fitted with a cast iron flap valve and supported by a concrete bulkhead, all as shown in said drawings.

The ten (10) inch tile pipe under drain of the sludge basin hereinbefore provided for, shall extend to and connect with the twelve (12) inch tile pipe sewer last mentioned, at a point westerly of the eight (8) inch shear valve last mentioned, all as shown in said drawings.

Sludge Tank Sewer And Drain Elevations.

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The bottom of the inside of the said twelve (12) inch tile pipe sewer, where it discharges into the Kishwaukee River, shall be at an elevation of 50.50 feet above the City Datum, thence it shall rise uniformly to an elevation of 51.00 feet above City Datum at its connection with the ten (10) inch cast iron pipe leading to the sludge basin, thence it shall rise uniformly to its termini near the sludge tanks, where the northerly terminus shall have an elevation of 52.70 feet above City Datum, and the southerly terminus shall have an elevation of 52.90 feet above City Datum, all as shown in said drawings.

Manholes.

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Two manholes shall be constructed at necessary points on the eighteen (18) inch sewer hereinbefore described, and five manholes shall be constructed at necessary points on the twelve (12) inch tile pipe sewer hereinbefore described as extending from the sludge tanks to the Kishwaukee River. Each manhole shall be built in the manner hereinafter described.

Iron and Tile Pipe Joints.

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All joints between cast iron pipe lengths and valves and all joints between cast iron pipe lengths shall be securely made by means of socket and spigot joints filled with lead.

All joints between cast iron pipe and tile pipe shall be made with socket and spigot joints, filled with oakum, and mortar composed of one part Portland cement and one part sand.

Section 4. The connected system of sanitary sewers and manholes herein described shall be built along the sewer lines in this ordinance prescribed. The elevations referred to for said sewer lines are the number of feet and decimals of a foot given above the established City Datum, in this ordinance described, and mean the elevation of the inside of the pipe at the bottom or lowest point. The sewers shall be built with a uniform slope along the inside bottom line thereof between the various elevations given, and shall coincide along the center line of the same with the center lines of the various streets, avenues, alleys and other places hereinafter mentioned and the productions thereof, except as herein after otherwise provided, where they shall be located as in such other places provided, in this ordinance. Where the term "sewer line" is used herein, it means the line along which such sewers are to be built and located as aforesaid. The dimensions of the various lines of sewer given mean the internal diameter of the same.

The upper half of each line of sewer pipe shall be cut away from its entrance to the manhole to the center thereof, leaving the lower half to form an invert in the bottom of the manhole, and where sewers of different internal diameter enter the same manhole, the lower half of the pipe forming the outlet from the same shall be carried across the bottom from the point of outlet to the opposite point of inlet, along the center bottom line of the same, and connected in the center with the lower half of any sewer pipes entering such manholes from the other sides.

Five hundred (500) manholes shall be built as hereinafter provided, centrally over the lines of said sewers and points of elevation given, one at each connection or junction of lines of sewer described and at other necessary points on the lines of said sewers. Each manhole shall be cylindrical in form, of an internal diameter of three (3) feet, and the top of said manholes shall narrow to two (2) feet internal diameter, being decreased by means of six (6) header courses drawn in, the diameter being decreased two (2) inches for each course.

The bottom, except space occupied by inverts, and the walls of each manhole, shall be built of the best quality of standard, hard burned sewer brick laid in cement mortar, composed of one (1) part by measure of the best Portland cement, to three (3) parts by measure of clean, sharp, dry sand, free from all loam, clay, animal or vegetable matter. The sand and cement shall be thoroughly mixed together dry, in a bed or on a board, and in no case on the ground, and so as to show an even color and be free from streaks, and shall then be reduced to mortar by the addition of clean water. The mortar so made shall be at once used and not at all after it has once set. The walls of said manholes shall be eight (8) inches in thickness, and the bottom of each manhole shall be of the thickness of one-half ($\frac{1}{2}$) the external diameter of the outlet pipe leading therefrom. The upper surface of the bottom shall be laid flush with the side top edges of the inverts.

All manholes shall be water tight. Each manhole shall be fitted with a cast iron rim weighing at least two Hundred (200) pounds, and a lid weighing at least one hundred (100) pounds.

The rim and lid shall be cast from the best quality of gray iron, of tough and even grain. The rim shall be cylindrical in form, of twenty-two (22) inches internal diameter, eight (8) inches high, with a five (5) inch flange, walls and flanges to be at least three fourths (3/4) inch thick. The lid shall be twenty-one and three quarters (21 3/4) inches in diameter, with a rough top and ribbed bottom, inside ribs to be at least one half ($\frac{1}{2}$) inch thick, and the outside rim and the top to be at least one and one-half ($1\frac{1}{2}$) inches thick. The lid shall be of the kind known as the closed cover and shall fit snugly on the rim, and the upper surface of the lid of each manhole shall coincide with the surface of the street, avenue or alley at that point.

Beginning two feet from the bottom and thence sixteen (16) inches apart, wrought iron steps shall be placed in each manhole, made of a single piece of three quarter ($\frac{3}{4}$) inch round iron, thirty-eight (38) inches long, bent so as to form a step four (4) inches by ten (10) inches when laid up on the wall of the manhole, with the sides extended through the wall and each end turned up one inch, forming a hook along the outside surface of the manhole.

In every case where the grade of the inlet sewer at a manhole shall be eighteen (18) inches or more above the grade of the outlet, what is known as a drop manhole shall be constructed, which shall be built as follows:

The manhole shall be built in all respects the same as is in this ordinance above provided, except that the inlet shall have immediately outside and adjoining the wall of the manhole, a "T" connection at the lower side of said inlet of the same internal diameter as such sewer inlet. To this "T" connection shall be fitted a sewer pipe of the same kind, size and quality in every respect as said inlet sewer, and shall extend vertically downwards and along the outside of said manhole to a point where it joins a ninety degree (90 degree) curve made by said sewer, the lower end of which said ninety degree (90 degree) curve of said sewer shall enter said manhole through its wall at the grade of the outlet invert, forming a second inlet at said grade. In fixing the grade of said second inlet, the flow line, or inside bottom, shall as in other cases herein, coincide with the grade line of the outlet sewer.

Manholes at all other points shall be built as herein first above provided and described.

The tile pipe to be used in the construction of said improvement, shall be true cylindrical in shape, smooth and round, thoroughly glazed and free from all imperfections, of the hub and spigot pattern. Each length of pipe shall not be less than two (2) feet, and all of said pipe shall be properly laid to line and grade, with all joints filled with oakum and mortar composed of one part best Portland cement and one part clean bank sand, free from all loam, clay, animal or vegetable matter. The sand and cement shall be thoroughly mixed together dry, in a bed or on a mortar board, and in no case on the ground, so as to show an even color and be free from streaks, and then reduced to mortar by the addition of clean water. The mortar so made shall be used at once and not at all after it once sets.

Said tile pipe sewer shall be of the following thickness:

For	24	inch pipe	2 inches.
"	18	" "	$1\frac{1}{2}$ "
"	15	" "	1-1/8 "
"	12	" "	1 "
"	10	" "	7/8 "
"	8	" "	$\frac{3}{4}$ "

The iron pipe provided for on the sewer lines in this ordinance described, shall be standard light weight cast iron pipe, of the sizes given. All joints between cast iron pipe and tile pipe shall be made with socket and spigot joints, filled with oakum, and mortar composed of and filled in the manner above described for joints in tile pipe sewer. All joints between cast iron pipe lengths shall be securely made by means of socket and spigot joints, filled with oakum and lead.

There shall be house slants or connections for house sewage on said sewers, one for each lot, piece or parcel of land or separately owned portion thereof in said sewer district, fronting or abutting on the lines of said tile pipe sewers, not more than fifty (50) feet in width, and where said lots, pieces or parcels or separately owned portions thereof, fronting or abutting on the lines of said sewers are more than fifty (50) feet in width, there shall be one additional house slant for each fifty (50) feet or major portion thereof. ~~Said house slant shall be so placed as to serve at the street line the center of each lot, piece or parcel of land or separately owned portion thereof~~. Said house slants shall be so placed as to serve at the street line the center of each lot, piece or parcel of land or separately owned portion thereof for which they are placed in the sewer. Such house slants shall be true cylindrical in shape, smooth and round, thoroughly glazed and free from lumps and imperfections and shall be closed with a glazed sewer pipe stopper.

The lines of the proposed sewer shall be connected with the existing sewer at the manholes in the latter, in a proper and workmanlike manner, at the points of connection of the proposed sewer lines and existing sewer hereinafter mentioned. The existing sewer in Locust Street shall be connected by a tile pipe sewer of the same internal diameter with the proposed sewer line in Locust Street at the center line of Second Street, so as to discharge all sewage from the existing sewer into the

All brick paving and other street, avenue and alley surfaces disturbed in the construction of said proposed sewers shall be restored to a condition equally as good as before being disturbed.

Said connected system of sanitary sewers and manholes shall be located, built and constructed, as follows, to-wit:

A twenty-four (24) inch tile pipe sewer from and connecting with the inlet chamber of said sewage purification works, as shown on said drawings, at an elevation of 64.0, to a point on a line from the southwest corner of Prospect Place to the center of said Section Fourteen (14), two hundred twenty-two (222) feet from said southwest corner at an elevation of 64.2, thence on a line through a point measured southwesterly along the westerly line of the DeKalb and Sycamore Road seven hundred forty (740) feet from the southeast corner of said Prospect Place, to an intersection with a line eight (8) feet westerly from and parallel with the center line of said road, at an elevation of 65.8, thence southwesterly along said road to an intersection of a line twelve (12) feet southerly from and parallel with the center line of said road, with a line ten (10) feet east of and parallel with the west line of North Tenth Street produced, at an elevation of 66.2,thence along a line twelve (12) feet southerly from and parallel with the center line of said road to a point two hundred (200) feet easterly,from the center line of Fourth Street produced, at an elevation of 68.1, thence to an intersection of the center line of Fourth Street produced with the center line of said road, at an elevation of 68.4, thence along the center line of said road to a point two hundred (200) feet westerly from the center line of DeKalb Avenue produced, at an elevation of 69.3, thence along the center line of said road and the same produced to and connecting with the proposed sewer line in First Street, at an elevation of 73.3;

In First Street, a twenty-four (24) inch tile pipe sewer from said last mentioned point, along a line forty-three (43) feet westerly from and parallel with the east line of First Street and its productions to the center line of Locust Street, at an elevation of 75.0; an eighteen (18) inch tile pipe sewer from thence, along said line, to the center line of Main Street at an elevation of 82.6, and from thence, along said line, to the north line of the right of way of the Chicago & Northwestern Railway Company at an elevation of 83.5; an eighteen (18) inch cast iron pipe sewer from thence, along said line, to the south line of the right of way of said company, at an elevation of 83.7; an eighteen (18) inch tile pipe sewer from thence, along said line, to the center line of Franklin Street at an elevation of 84.2; an eight (8) tile pipe sewer from thence, along said line, to the south line of Franklin Street produced, at an elevation of 85.4, and from thence, along said line, to a point thirty-three (33) feet north from the north line of South Street, at an elevation of 91.0;

In Second Street, an eight (8) inch tile pipe sewer, froma point two hundred (200) feet south of the south line of Locust Street, at an elevation of 82.6, to the existing sewer in Locust Street at an elevation of 76.3; and from the sewer line in Main Street at an elevation of 84.4, to a point two hundred (200) feet south of the south line of Main Street at an elevation of 85.8;

In Third Street, an eight (8) inch tile pipe sewer, along a line ten (10) feet east of and parallel with the center line thereof, from a point two hundred (200) feet south of the south line of Locust Street at an elevation of 83.5, to the existing sewer in Locust Street at an elevation of 82.2;

In Fourth Street an eight (8) inch tile pipe sewer, along a line nine (9) feet west of and parallel with the center line, from a point one hundred sixty (160) feet south of the south line of Locust Street, at an elevation of 88.6, to the existing sewer in Locust Street at an elevation of 85.4; and in Fourth Street and the same produced to the DeKalb and Sycamore road, an eight (8) inch tile pipe sewer from the proposed sewer line in the said road, at an elevation of 72.0, to a point one hundred twenty-five (125) feet north of the north line of Short Street at an elevation of 76.0, thence to a point eighty-three (83) feet north of the north line of North Street, at an elevation of 82.9;

In Fifth Street, an eight (8) inch tile pipe sewer from the sewer line in the half street or alley at the notth city limits, at an elevation of 82.0, to a point ninety (90) feet north of the north line of North Street, at an elevation of 92.0;

In Sixth Street, an eight (8) inch tile pipe sewer from the existing sewer in Girard Street, at an elevation of 90.9, to the south right of way line of the Chicago & Northestern Railway Company, at an elevation of 93.2; from the center line of Prospect Street, at an elevation of 94.1, to a point one hundred (100) feet south of the south line of Prospect Street at an elevation of 94.8; from the sewer line in the half street or alley at the north city limits, at an elevation of 86.0, to the south line of said half street or alley, at an elevation of 86.4, thence to a point eighty (80) feet north of the north line of North Street at an elevation of 93.5; from the proposed sewer line in Oak Street, at an elevation of 96.6, to a point two hundred ninety-five (295) feet south of the south line of Oak Street, at an elevation of 97.6;

In Seventh Street, an eight (8) inch tile pipe sewer from the proposed sewer line in Main Street, at an elevation of 93.5, to a point thirty (30) feet south of the right of way of the Chicago & Northwestern Railway Company, at an elevation of 94.5, a fifteen (15) inch tile pipe sewer from the center line of Franklin Street, at an elevation of 89.5, to the center line of Grove Street, at an elevation of 91.4; an eight (8) inch tile pipe

96.6, to a point two hundred ninety (290) feet south of the north line of Oak Street, at an elevation of 100.1; a twelve (12) inch tile pipe sewer in Seventh Street and between the lines of the same produced northerly, from the proposed sewer line in the DeKalb and Sycamore Road, at an elevation of 70.0 to the center line of Davy Street produced, at an elevation of 83.0; thence to the sewer line in Lewis Street produced, at an elevation of 86.0, thence to the sewer line in Shipman Place produced, at an elevation of 90.0, thence to the center line of North Street produced, at an elevation of 92.0;

In Eighth Street, an eight (8) inch tile pipe sewer from the proposed sewer line in Locust Street, at an elevation of 95.7, southerly to a point one hundred sixty (160) feet north of the north line of Main Street, at an elevation of 96.3; and from the center line of Grove Street at an elevation of 92.6, to the north line of Grove Street at an elevation of 95.8, thence to a point one hundred thirty (130) feet south of the south line of Main Street, at an elevation of 97.0;

In the junction of Seventh and Eighth Streets, a ten (10) inch tile pipe sewer, from the intersection of the center line of North Street produced, and Seventh Street, at an elevation of 92.0, to the intersection of the center lines of Eighth and State Streets produced, at an elevation of 92.5, and from thence to the center line of Market Street, at an elevation of 94.0, and from thence an eight (8) inch tile pipe sewer to the proposed sewer line in Oak Street, at an elevation of 96.0;

In Ninth Street, an eight (8) inch tile pipe sewer from the sewer line in Locust Street, at an elevation of 99.0, southerly to a point one hundred forty-five (145) feet south of the south line of Locust Street at an elevation of 99.6; and from a point thirty-three (33) feet north of the north line of Prospect Street, at an elevation of 101.8, to the south line of Franklin Street, at an elevation of 98.6, from thence to the center line of Franklin Street, at an elevation of 96.2, and from a point one hundred (100) feet north of the north line of Franklin Street, at an elevation of 97.6, to the sewer line in Grove Street at an elevation of 94.4; from thence to a point one hundred fifteen (115) feet north of the north line of Grove Street, at an elevation of 80.0, to a point thirty (30) feet north of the north line of Shipman Place, at an elevation of 88.8; from the proposed sewer line in Davy Street, at an elevation of 75.0, to a point one hundred fifty (150) feet north of Lewis Street, at an elevation of 79.0; from the proposed sewer line in Pleasant Street, at an elevation of 96.0, to a point one hundred forty-three (143) feet south of the south line of Pleasant Street, at an elevation of 97.5; and from the proposed sewer line in Davy Street, at an elevation of 75.0, to a point five hundred ninety-seven (597) north of the north line of Davy Street, at an elevation of 77.5;

In Tenth Street, an eight (8) inch tile pipe sewer, from a point one hundred fifteen (115) feet south of the south line of Grove Street, at an elevation of 98.0, to the south line of Grove Street at an elevation of 97.4, thence to the proposed sewer line in Grove Street, at an elevation of 94.4; an eighteen (18) inch tile pipe sewer between the lines of North Tenth Street produced, from an intersection of a line ten (10) feet east of and parallel with the west line of North Tenth Street produced, with the proposed sewer line in the DeKalb and Sycamore Road, at an elevation of 66.2, to the intersection of the center line of North Tenth Street and the center line of the alley at the north city limits at an elevation of 68.0, a fifteem (15) inch tile pipe sewer from thence to the sewer line in Davy Street at an elevation of 73.5, and thence to the sewer line in Lewis Street at an elevation of 76.0, and from thence an eight (8) inch tile pipe sewer to the center line of Shipman Place at an elevation of 87.0;

In Eleventh Street, an eight (8) inch tile pipe sewer, from the proposed sewer line in Main Street, at an elevation of 99.0, to the center line of Locust Street, at an elevation of 101.0; and from the proposed sewer line in Grove Street, at an elevation of 98.4, to the north line of Grove Street at an elevation of 100.8; and thence to a point one hundred thirty (130) feet north of the north line of Grove Street, at an elevation of 101.5; from the center line of Lewis Street, at an elevation of 79.0, to a point one hundred fifty (150) feet north of the north line of Pleasant Street, at an elevation of 90.0; from the center line of the alley at the north city limits produced, at an elevation of 72.0, to the sewer line in Davy Street at an elevation of 76.0, from thence to a point one hundred fifty (150) feet north of the north line of Lewis Street, at an elevation of 77.8; and from the sewer line in Market Street at an elevation of 97.6, to a point one hundred seventy-five (175) feet south of Market Street at an elevation of 102.2;

In Twelfth Street, an eight (8) inch tile pipe sewer from the proposed sewer line in Davy Street, at an elevation of 80.0, to a point thirty (30) feet north of the north line of Lewis Street, at an elevation of 87.7; from the proposed sewer line in Lewis Street, at an elevation of 82.0, to the south line of Lewis Street at an elevation of 86.0, and from thence to a point one hundred twenty (120) feet north of the north line of Pleasant Street, at an elevation of 90.0, and from the proposed sewer line in Davy Street, at an elevation of 80.0, to a point twenty-five (25) feet south of the north city limits, at an elevation of 86.7;

In Thirteenth Street, an eight (8) inch tile pipe sewer along a line ten (10) feet west of and parallel with the center

line thereof, from the center line of Lewis Street at an elevation of 83.6, to the south line of Lewis Street at an elevation of 86.5, thence to a point sixty (60) feet north of the north line of Pleasant Street at an elevation of 91.0, and from the center line of Lewis Street at an elevation of 84.0, to a point thirty-five (35) feet south of Clark Avenue, at an elevation of 87.0;

In Fourteenth Street, an eight (8) inch tile pipe sewer from the center line of Lewis Street, at an elevation of 85.0, to the north line of Lewis Street at an elevation of 85.9, from thence to a point thirty-five (35) feet south of Clark Avenue, at an elevation of 89.0; a fifteen (15) inch tile pipe sewer from the center line of Lewis Street at an elevation of 85.0, to a point ten (10) feet north of the center line of Pleasant Street produced, at an elevation of 86.6; thence to a point at the intersection of a line twenty-five (25) feet east of and parallel with the west line of Fourteenth Street with a line fifteen (15) feet north of and parallel with the north line of Block Thirteen (13) of W.L.Ellwood's Addition produced easterly, at an elevation of 86.7, thence along a line twenty-five (25) feet east of and parallel with the west line of Fourteenth Street, to a point twenty (20) feet north of the south line of State Street, at an elevation of 87.7, and an eight (8) inch tile pipe sewer from thence along a line twenty-five (25) feet east of and parallel with the west line of Fourteenth Street to the south line of State Street, at an elevation of 88.6, and thence to the center line of Market Street, at an elevation of 92.0;

In Davy Street, an eight (8) inch tile pipe sewer from the center line of Ninth Street, at an elevation of 75.0, to the center line of Tenth Street at an elevation of 73.5; and from the center line of Eleventh Street, at an elevation of 76.0, to the center line of Twelfth Street at an elevation of 80.0;

In DeKalb Avenue, a ten (10) inch tile pipe sewer along a line thirty-two and five tenths (32.5) feet easterly from and parallel with the west line thereof and the same produced, from the proposed sewer line in the DeKalb and Sycamore Road, at an elevation of 69.5, to a point four hundred twenty-five (425) feet northerly from the point of beginning at an elevation of 73.0, and thence to the center line of North Street, at an elevation of 82.5;

In Evans Avenuem an eight (8) inch tile pipe sewer from a point two hundred fifty-five (255) feet south from North Avenue, at an elevation of 105.5, to the sewer line in North Avenue at an elevation of 104.0, thenve to a point forty (40) feet south of the center line produced of the alley between North Avenue and Main Street, at an elevation of 106.3;

In Franklin Street, an eighteen (18) inch tile pipe sewer from the proposed sewer line in First Street, at an elevation of 84.5, to the center line of the alley between Fourth and Fifth Streets, at an elevation of 87.0; a fifteen (15) inch tile pipe sewer from thence to the center line of Seventh Street at an elevation of 89.5; an eight (8) inch tile pipe sewer from thence to the east line of Seventh Street at an elevation of 90.0, thence to a point thirty-three (33) feet west of the west line of Eighth Street at an elevation of 91.8; and from the center line of the alley between eighth and Ninth Streets, at an elevation of 95.0, to the sewer line in the alley between Ninth and Tenth Streets, at an elevation of 97.0, and from thence to the sewer line in the alley between Tenth and Eleventh Streets, at an elevation of 99.5;

In Garden Street, an eight (8) inch tile pipe sewer from the center line of the alley between First and Second Streets, at an elevation of 92.0, to the center line of the alley between Second and Third Streets at an elevation of 99.0;from the center line of the alley between Third and Fourth Streets, at an elevation of 99.7, to the west line of said alley, at an elevation of 102.0, thenve westerly a distance of one hundred seventeen (117) feet to an elevation of 103.0;

In Grove Street, an eight (8) inch tile pipe sewer from a point thirty-three (33) east of the west line of Second Street, at an elevation of 88.5, to the center line produced of the alley between Second and Third Streets, at an elevation of 87.5,thence to the east line of said alley produced at an elevation of 88.4, thence to a point forty-five (45) feet west of the west line of Third Street, at an elevation of 89.4; from the center line of Seventh Street at an elevation of 91.4 to the west line of Seventh Street at an elevation of 91.2, thence to a point thirty-three (33) feet east of Sixth Street, at an elevation of 93.8; a fifteen (15) inch tile pipe sewer from the center line of Seventh Street at an elevation of 91.4, to the center line of the alley between Seventh and Eighth Streets at an elevation of 91.8; an eight (8) inch tile pipe sewer from a point forty-five (45) feet easterly from the east line of Fifth Street, at an elevation of 93.0, to the sewer line in the alley between Fifth and Sixth Streets at an elevation of 92.3, thence to the west line of said alley produced at an elevation of 95.3, thence to a point fifty-five (55) feet westerly from the west line of Sixth Street at an elevation of 95.8; a twelve (12) inch tile pipe sewer from the center line of the alley between Seventh and Eighth Streets at an elevation of 91.8, to the center line of the alley between Eighth and Ninth Streets at an elevation of 93.4; from thence a ten (10) inch tile pipe sewer to the center line of the alley between Eleventh Street and Maplewood Avenue, at an elevation of 99.0, from thence an eight (8) inch tile pipe sewer to the center line of Maplewood Avenue at an elevation of 99.8;

a point one hundred fifty (150) feet westerly at an elevation of 86.7;

In Lewis Street, an eight (8) inch tile pipe sewer from the center line of Tenth Street at an elevation of 76.0, to a point fifty (50) feet east of the east line of Seventh Street at an elevation of 83.8; and a fifteen (15) inch tile pipe sewer from the center line of Tenth Street at an elevation of 76.0, to the center line of Twelfth Street at an elevation of 82.0, thence to the sewer line in Fourteenth Street at an elevation of 85.0;

In Locust Street, an eight (8) inch tile pipe sewer from the center line of Eleventh Street, at an elevation of 101.0, thence to the west line of Eleventh Street at an elevation of 104.0, to a point thirty (30) feet east of the east line of Tenth Street at an elevation of 108.0; from the center line of Eleventh Street at an elevation of 101.0, to a point four hundred (400) feet east of Eleventh Street at an elevation of 103.0; from the intersection of the center line of Locust Street produced with the center line of Ninth Street, at an elevation of 99.0, to a point thirty (30) feet west of the west line of Tenth Street at an elevation of 103.8; a fifteen (15) inch tile pipe sewer, along a line five (5) feet south of and parallel with the center line thereof, from and connecting with the proposed sewer line in First Street, at an elevation of 75.1, to the center line of Second Street at an elevation of 79.0; thence along the center line of Second Street to and connecting with the existing sewer in Locust Street at the center line thereof at an elevation of 79.1;

In Main Street, a ten (10) inch tile pipe sewer along a line forty-eight (48) feet north of and parallel with the south line thereof, from the proposed sewer line in First Street at an elevation of 82.8, to a point thirty-three (33) feet west of the west line of Fourth Street at an elevation of 87.4; an eight (8) inch tile pipe sewer along a line forty-eight (48) feet north of and parallel with the south line thereof, from the center line of Seventh Street at an elevation of 93.5; a ten (10) inch tile pipe sewer along a line forty-eight (48) feet north of and parallel with the south line thereof, from the sewer line in the alley between Seventh and Eighth Streets, at an elevation of 92.8, to the east line of said alley at an elevation of 93.2; from thence to the center line of Eleventh Street at an elevation of 99.0; and an eight (8) inch tile pipe sewer from thence along a line forty-eight (48) feet north of and parallel with the center line thereof from said last mentioned point, to a point thirty-(30) feet west of the west line of the Northern Illinois Railroad Company right of way at an elevation of 104.2;

In Maplewood Avenue, an eight (8) inch tile pipe sewer from the center line of Grove Street produced, at an elevation of 99.8, to the sewer line in North Avenue produced at an elevation of 101.3;

In Market Street, an eight (8) inch tile pipe sewer from the sewer line in Eighth Street at an elevation of 94.0, to the east line of Eighth Street at an elevation of 94.5, thence to a point thirty (30) feet west of the west line of Tenth Street, at an elevation of 98.8 and from the proposed sewer line in Fourteenth Street at an elevation of 92.0, to a point thirty (30) feet east of the east line of Tenth Street at an elevation of 99.0;

In North Street, an eight (8) inch tile pipe sewer from a point one hundred twenty-three (123) feet west from the center line of DeKalb Avenue produced at an elevation of 85.2, to the west line of DeKalb Avenue produced at an elevation of 84.3 and from thence to the center line of DeKalb Avenue produced at an elevation of 82.5, thence to the sewer line in the alley between Fourth and Fifth Streets at an elevation of 89.0, thence to the center line in the alley between Fifth and Sixth Streets produced at an elevation of 94.0, and from the sewer line in Seventh Street at an elevation of 92.0 to the sewer line in the alley between Sixth and Seventh Streets produced at an elevation of 93.2;

In North Avenue, an eight (8) inch tile pipe sewer from the sewer line in Maplewood Avenue at an elevation of 101.3 to the sewer line in Evans Avenue at an elevation of 104.0;

In Oak Street, an eight (8) inch tile pipe sewer from the center line of Eighth Street at an elevation of 96.0, to a point one hundred fifty (150) feet east of Eleventh Street at an elevation of 103.3; along a line thirty-seven (37) feet south of and parallel with the north line of Oak Street; and along said line from a point seventy-eight (78) feet easterly from the east line of Fourth Street at an elevation of 94.8, to the sewer line in the alley between Fourth andFifth Streets at an elevation of 94.2, thence to the center line of Sixth Street at an elevation of 96.6;

In Pine Street, an eight (8) inch tile pipe sewer from the center line of the alley between Fourth and Fifth Streets, at an elevation of 92.0, to the sewer line in the alley between Fifth and Sixth Streets at an elevation of 94.0,thence to a point thirty-three (33) feet west of the east line of Sixth Street at an elevation of 96.30; and from the center line of the alley between Sixth and Seventh Streets at an elevation of 95.6, to the sewer line in Seventh Street at an elevation of 96.6.

In Pleasant Street, an eight (8) inch tile pipe sewer from the sewer line in Seventh Street at an elevation of 91.2, along a line ten (10) feet south of and parallel with the center line of Pleasant Street, and the same produced, to the east line of Seventh Street at an elevation of 92.9, thence to a point thirty (30) feet west of the west line of Eleventh Street at an elevation of 98.0 and along a line ten (10) feet north of and parallel with the center line thereof from the proposed sewer line in Fourteenth Street at an elevation of 86.9, to the west line of Fourteenth Street at an elevation

of Eleventh Street at an elevation of 96.2; a ten (10) inch tile pipe sewer from the proposed sewer line in Fourteenth Street at an elevation of 87.1, to the east line of Fourteenth Street at an elevation of 89.0, thence to the west line of the right of way of the Chicago Great Western Railway Company at an elevation of 94.6, thence to a point one hundred fifty (150) feet west of the east corporate limits at an elevation of 100.1, provided that between the west line of said right of way and the east line of the right of way of the Northern Illinois Railroad Company, cast iron sewer pipe shall be used in place of tile pipe sewer.

In Pond Street, an eight (8) inch tile pipe sewer from the proposed sewer line in DeKalb Avenue, at an elevation of 73.0 to a point three hundred ten (310) feet easterly from the point of beginning at an elevation of 79.0;

In Prospect Street, an eight (8) inch tile pipe sewer from the center line of the alley between Ninth and Tenth Streets at an elevation of 99.6, to the west line of said alley at an elevation of 101.8, thence to a point one hundred eighty (180) feet east of Ninth Street at an elevation of 102.4; from the sewer line in the alley between Sixth and Seventh Streets at an elevation of 91.3, to the west line of said alley produced at an elevation of 93.1, thence to the center line of Sixth Street at an elevation of 94.1; from the center line of the alley between Fourth and Fifth Streets at an elevation of 91.0 to the east line of said alley at an elevation of 93.0, thence to a point one hundred seventeen (117) feet easterly at an elevation of 93.6;

In State Street, an eight (8) inch tile pipe sewer from the center line of Eighth Street at an elevation of 92.5, to the east line of Eighth Street at an elevation of 95.0, thence to a point thirty (30) feet west of the west line of Tenth Street at an elevation of 99.8, and from the proposed sewer line in Fourteenth Street at an elevation of 87.7, to the west line of Fourteenth Street at an elevation of 89.0,thence to the center line of Eleventh Street at an elevation of 95.3, thence to a point thirty (30) feet east of Tenth Street at an elevation of 98.8, and from the proposed sewer line in Fourteenth Street at an elevation of 87.7, along a line twenty (20) feet north of and parallel with the south line of State Street to a point four hundred (400) feet east of State Street, thence along a line to an intersection of a line sixty (60) feet south of and parallel with State Street and a line fourteen (14)feet easterly from and parallel with the easterly right of way line of the Northern Illinois Railroad Company, with a twelve (12) inch tile pipe sewer to the right of way of the Chicago Great Western Railway Company, and a twelve (12) inch cast iron pipe sewer from thence to said point of intersection and thence southerly two hundred (200) feet toward a point three hundred (300) feet south of said point of intersection and five (5) feet east of said right of way, thence a twelve (12) inch tile pipe sewer to said point five (5) feet east of said right of way, and thence along a line five (5) feet easterly from and parallel with said right of way and the same produced, to a point fifty (50) feet south of the north line of the Chicago & North Western Railway Company right of way, and a twelve (12) inch cast iron pipe sewer from thence to a point two hundred (200) feet south of said right of way line and fifty-five (55) feet east of the center of the Northern Illinois Railroad main track, and on a line from thence to the northeast corner of Lot Ten (10) of Block One (1) of Martin Dodge's Addition, a twelve (12) inch tile pipe sewer from the south end of said iron pipe sewer a distance of one hundred ninety-eight (198) feet, a twelve (12) inch cast iron pipe sewer from thence a distance of twenty-four (24) feet, and from thence a twelve inch (12) tile pipe sewer to said northeast corner of said Lot Ten (10) and thence along the line between Lots Ten (10) and Eleven (11) of said Block, and the same produced, to the center of Dodge Avenue, thence northeasterly along the center line of Dodge Avenue to the center line of Elm Street produced, thence southerly along the center line of Elm Street to a point five (5) feet north of the north line of said Addition at an elevation of 99.0;

In Shipman Place, an eight (8) inch tile pipe sewer from the center line of Tenth Street at an elevation of 87.0, to a point one hundred fifty (150) feet east of the east line of Seventh Street at an elevation of 92.0;

In The alley between First and Second Streets, an eight(8) inch tile pipe sewer from the sewer line in Franklin Street at an elevation of 84.8, to the south line of Franklin Street at an elevation of 88.0, thence to a point thirty-three feet north of the north line of South Street at an elevation of 93.8; and from the sewer line in Franklin Street at an elevation of 84.8, to the north line of Franklin Street at an elevation of 85.9, and from thence to a point three hundred thirty (330) feet north of the center line of Franklin Street at an elevation of 90.0; and from the proposed sewer line in Locust Street at an elevation of 77.0, to the center line of Oak Street at an elevation of 80.0, from thence to the center line of Pine Street at an elevation of 86.0, thence to a point thirty-three (33) feet south of the north line of North Street at an elevation of 88.7;

In the alley between Second and Third Streets, an eight (8) inch tile pipe sewer from the center line of Franklin Street at an elevation of 90.0, to a point thirty-three (33) feet north of the south line of Prospect Street at an elevation of 95.0; from the center line of Garden Street at an elevation of 99.0,

line of Franklin Street at an elevation of 85.5, to the center line of Grove Street at an elevation of 87.5; and from the existing sewer in Locust Street at an elevation of 81.o to the center line of Oak Street at an elevation of 84.0, thence to a point thirty-three feet south of the south line of Pine Street at an elevation of 87.7;

In the alley between Third and Fourth Streets, an eight (8) inch tile pipe sewer from the center line of Franklin Street at an elevation of 87.0, to the center line of Prospect Street at an elevation of 94.0, and from thence to a point thirty-three (33) feet north of the north line of South Street at an elevation of 99.7; from the center line of Franklin Street at an elevation of 86.7, along a line four (4) feet west of and parallel with the center line of said alley to a point thirty (30) feet south of the Chicago & North Western Railway Company right of way at an elevation of 90.7; from the existing sewer in Oak Street at an elevation of 88.5 to a point thirty-three (33) feet south of the south line of Pine Street at an elevation of 90.8, and from the center line of North Street at an elevation of 85.7, to a point thirty-three (33) feet north of the north line of PineStreet at an elevation of 90.4;

In the alley between Fourth and Fifth Streets, an eight (8) inch tile pipe sewer from the center line of Franklin Street at an elevation of 87.0, to the south line of Franklin Street at an elevation of 88.0, from thence to the center line of Prospect Street at an elevation of 91.0, thence to a point thirty-three (33) feet north of the north line of South Street at an elevation of 94.6; and from the center line of Franklin Street at an elevation of 87.4, to a point thirty-three (33) feet south of the south line of Grove Street at an elevation of 89.8; from the existing sewer in Block Twenty-three (23) at an elevation of 87.8, to a point thirty-three (33) feet north of the north line of Grove Street at an elevation of 89.8; from the center line of North Street at an elevation of 89.0, to the south line of North Street, at an elevation of 90.2 and thence to a point thirty-seven (37) feet south of the north line of Oak Street at an elevation of 94.2; and from a point thirty-(30) feet south of the south line of Oak Street at an elevation of 91.4, to the existing sewer in Locust Street at an elevation of 86.0;

In the alley between Fifth and Sixth Streets, and along the center line of the same produced, an eight (8) inch tile pipe sewer from the center line of Franklin Street, at an elevation of 88.3, to the center line of Garden Street at an elevation of 92.3, and from thence to a point thirty-three (33) feet north of the north line of South Street at an elevation of 94.0;and from the center line of Franklin Street at an elevation of 88.3, to the north line of Franklin Street at an elevation of 90.5, and from thence to the center line of Grove Street at an elevation of 92.3; from the sewer line in Pine Street at an elevation of 94.0, to a point thirty-three (33) feet north of the north line of Oak Street at an elevation of 95.8;and from the center line of North Street at an elevation of 94.0 to the south line of North Street at an elevation of 94.5, thence to a point one hundred sixty (160) feet southerly from the place of beginning at an elevation of 96.0;

In the alley between Sixth and Seventh Streets, and along the center line of the same produced, an eight (8) inch tile pipe sewer from the center line of Franklin Street at an elevation of 89.3, to a point thirty-three (33) feet north of the north line of South Street at an elevation of 95.0, from the center line of Grove Street at an elevation of 93.0 to a point thirty-three (33) feet south of the south line of Girard Street at an elevation of 94.3 and from the center line of North Street at an elevation of 93.4, along a line four (4) feet east of and parallel with the center line of said alley, to a point thirty-three (33) feet north of the north line of Oak Street at an elevation of 97.8;

In the alley between Seventh and Eighth Street, a twelve (12) inch tile pipe sewer from the center line of Grove Street at an elevation of 92.0, to the proposed sewer line in Main Street at an elevation of 93.2,and from thence an eight (8) inch tile pipe sewerto the center of the east and west alley in Block Forty-two (42) at an elevation of 94.5; and from the sewer line in Franklin Street at an elevation of 91.0, to a point thirty-three (33) feet north of the north line of Garden Street at an elevation of 94.7;

In the alley between Eighth and Ninth Streets, a ten (10) inch tile pipe sewer from the center line of Grove Street at an elevation of 93.4, to the center line of Franklin Street at an elevation of 95.0; and an eight (8) inch tile pipe sewer from thence to a point thirty (30) feet north of the north line of Garden Street at an elevation of 100.7;

In the alley between Ninth and Tenth Streets, an eight (8) inch tile pipe sewer from the center line of Franklin Street at an elevation of 97.0, to a point thirty-(30) feet north of the north line of Garden Street at an elevation of 101.8;

In the alley between Tenth and Eleventh Streets, an eight (8) inch tile pipe sewer from the center line of Franklin Street at an elevation of 99.5, to a point one hundred (150) feet south of the south line of Prospect Street at an elevation of 102.0;

an eight (8) inch tile pipe sewer from the center line of Grove Street at an elevation of 99.0, to a point one hundred fifty (150) feet south of Prospect Street at an elevation of 104.1;

In the alley between Maplewood and Evans Avenues, an eight (8) inch tile pipe sewer from the sewer line in North Avenue at an elevation of 103.0, to a point thirty (30) feet north of the north line of South Avenue at an elevation of 104.7;

In the alley between Prospect and Garden Streets, an eight (8) inch tile pipe sewer from the center line of the alley between Ninth and Tenth Streets at an elevation of 101.0, to a point thirty-three (33) feet east of the east line of Ninth Street at an elevation of 102.6;

In the alley in Vandergrift's Subdivision, an eight (8) inch tile pipe sewer from the center line of Fourteenth Street at an elevation of 88.5, to a point four hundred twenty-five (425) feet easterly at an elevation of 90.8;

In the east and west alley in Block Twenty-three (23), an eight (8) inch tile pipe sewer from the existing sewer in the north and south alley at an elevation of 87.4, to a point twenty-five (25) feet east of Fourth Street at an elevation of 88.2;

In the east and west alley in Block Forty-two (42), an eight (8) inch tile pipe sewer from the center line of the north and south alley produced at an elevation of 94.5, to the west line of Eighth Street at an elevation of 95.5 and from thence to the intersection of the center line of Locust Street produced with the center line of Ninth Street at an elevation of 99.0;

In the half street or alley at the north city limits, an eight (8) inch tile pipe sewer from the center line of Fourth Street at an elevation of 74.2, to the center line of Fifth Street at an elevation of 82.0; from the center line of Seventh Street at an elevation of 83.0, to the west line of Seventh Street at an elevation of 83.9, thence to the center line of Sixth Street at an elevation of 86.0, and from the center line of Tenth Street at an elevation of 68.0, to the center line of Eleventh Street at an elevation of 72.0.

Section 5. The entire improvement provided for in this ordinance shall be constructed under the superintendence and to the satisfaction of the Board of Local Improvements of the City of DeKalb. All of the material used shall be of the said best quality, of a kind especially suited and adapted for the purpose for which it is to be used, and all necessary labor shall be performed in a workmanlike manner.

Section 6. That the recommendation of the Board of Local Improvements of the City of DeKalb, for the passage of this ordinance and the construction of said improvement, and the estimate of cost of said improvement made by A. R. Russell, Engineer of said Board, and on the 26th day of December, A. D. 1912, presented to the City Council of the said City, together with a draft of this ordinance, by said Board of Local Improvements, shall be and the same are hereby approved.

Section 7. That said improvement shall be made and the total cost and expense thereof, including just compensation for land herein described to be taken and used as a site for said sewage purification works, and also for damage to a strip of land sixteen (16) feet in width, the center line of which is the center line of the proposed sewer across the rights of way of the said railroad companies, at State Street, thence southerly along and adjacent to the east right of way line of the Northern Illinois Railroad Company and across the main line of the Chicago & North Western Railway Company, and thence southeasterly to the said Martin Dodge's Addition, a strip of land sixteen (16) feet in width, the center line of which is the south one hundred and thirty-two (132) feet of the north and south center line of Blocks Ten (10) and Twenty-five (25) of the Original Village (now City) of DeKalb; and two strips of land sixteen (16) feet in width, the center lines of which are the north two hundred and ninety-seven (297) feet of the center lines of Blocks Fifty-seven (57) and Fifty-eight (58) of Russell Huntley's Addition to the City of DeKalb; also for possible damage to be done to the rights of way of the Chicago & Northwestern Railway Company in First Street, and also to the rights of way of the Northern Illinois Railroad Company, the Chicago Great Western Railway Company and the Chicago, Milwaukee & Gary Railroad Company at Pleasant Street, also the rights of way of the Chicago, Aurora & DeKalb Electric Railway Company, in East Main Street and of the DeKalb, Sycamore & Interurban Traction Company in Main, Oak and Pleasant Streets, growing out of the laying of the proposed sewer lines in this ordinance described, and any and all damage to land, not taken for said improvement, arising or growing out of the construction thereof, including the sum of Eight Thousand Three Hundred Seventy-seven Dollars and Thirty-six cents ($8377.36), to be applied toward the payment of the expense of making and collecting the special assessment herein provided for and other lawful expenses of making said assessment and constructing said improvement, shall be raised and paid by special assessment upon the property to be specially benefitted by said improvement, in accordance with the provisions of an Act of the General Assembly of the State of Illinois, entitled "An Act Concerning Local Improvements," approved June 14, A.D. 1897, and all amendments thereof relative thereto. And said sum of Eight Thousand Three Hundred Seventy-seven Dollars and Thirty-six cents ($8377.36) shall be applied towards the payment of the expense of making and collecting

said assessment, and other lawful cost and expenses of levying and collecting said assessment and making said improvement, necessary and included in said estimate of cost thereof, as provided by Section 96 of said Act, and all amendments thereof relative thereto.

Section 8. That the aggregate amount of said assessment, and also each individual assessment, and also assessments against the said City on account of property owned by it, and for public benefits, shall be divided into ten (10) installments in the manner and payable at the time provided by law.

The first installment shall be due and payable on the second day of January next after the date of the first voucher issued on account of work done, the second installment one year thereafter, and so on annually until all installments are paid. All installments shall bear interest as hereinafter provided until paid at the rate of five (5) per centum per annum, from the date of the first voucher issued on account of work done, to be filed by said Board of Local Improvements and certified by its secretary, as provided by said Act and all amendments thereof relative thereto, in the office of the Clerk of the County Court of said County, said interest to fall due at the times and be collected in the manner provided by the said Act and all amendments thereof relative thereto.

Section 9. For the purpose of anticipating the collection of the second and succeeding installments of said assessments, bonds shall be issued, bearing interest at the rate of five (5) per centum per annum payable annually, signed by the Mayor and attested by the City Clerk of said City under the Corporate Seal thereof.

Section 10. That the Mayor of the said City be and he is hereby directed to file a petition in the County Court of DeKalb County, Illinois, in the name of the said City of DeKalb, praying that the necessary steps may be taken to ascertain the just compensation to be made for the property to be taken or damaged for the improvement provided for in this ordinance, and to ascertain what property will be benefited by said improvement, and the amount of said benefit, in the manner provided by law:

Section 11. All ordinances and parts of ordinances in conflict with the provisions of this ordinance shall be and the same are hereby repealed.

Section 12. This ordinance shall take effect and be in force from and after its passange and approval as provided by law, and is hereby ordered printed in book or pamphlet form under the supervision of the City Clerk of the said City of DeKalb, as provided by law.

Passed by the City Council of the City of DeKalb, at an adjourned regular meeting thereof, held upon the 3rd day of January, A. D. 1913, and approved by me on said date.

C. E. Bradd
MAYOR

ATTEST:

G. N. Blackman
CITY CLERK

Published in the DeKalb Review, December 26th 1912.

AN ORDINANCE.

Providing for the annual City Election of April,1913, and for the annual City Primary of March, 1913, in and for the city of De-Kalb, Illinois.

Be it ordained by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois;

Section 1. That at the Annual City Election, to be held,in and for said city, upon the 15th day of April, A.D. 1913, the same being the third Tuesday of said month, there shall be elected a Mayor, City Clerk, City Treasurer, City Attorney, Police Magistrate, and one alderman for each of the five wards of said city.

The various polling places for said election, and the judges and clerks of election shall be as follows;---

First Ward.

Judges.	Clerks.
F J Flusch	W. Wassim
Chas. Camp	Chas. King
H. Merrill	M. Hickey

Polling Place, Duffey's Store on South First Street.

Second Ward.

Judges.	Clerks.
Arthur Hiland	Arthur Anderson
Harry Hall	John Lundberg
Earnest Collin	John Minnehan

Polling Place Office Haish Auditorium, 121 N. Third St.

Third Ward.

Judges.	Clerks.
August Nelson	John Lindgren
William Ballou	Park Vanordstrand
Frank Fowler	Robert Graham

Polling place, Finnish Temperance Hall on N. 11th St.

Fourth Ward.

Judges.	Clerks.
George Bristow	C. I. Dickerman
R D Spicer	George Hubbard
A Hubbard	Roy Spicer

Polling Place, Geo. Bristow's Barn on S. 7th St.

Fifth Ward.

Judges.	Clerks.
D W Tyrrell	F J Shoop
M. Hanrahan	E W Baldwin
B. Howland	S D Arnold

Polling Place City Hall on S. Second St.

Section2. The City Clerk of said City is hereby directed to give notice of said election, pursuant to the statute in such case made and provided.

Section 3. The various polling places hereinbefore named, and the Judges for the respective ward hereinbefore named, shall constitute and they are hereby made, the polling places for the respective wards, and the Judges for the respective wards, for the annual City Primary to be held in and for said City on Tuesday, the 11th day of March A.D.1913, the same being the second Tuesday in said month.

Section 4. The City Clerk of said City is hereby directed to give notice of said primary, pursuant to the statute in such case made and provided.

Section 5. This ordinance shall take effect and be in force, from and after its passage and approval as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof, thislst. day of February, A.D. 1913.

C. C. Bradt
Mayor.

Attest:

G. N. Blackman
City Clerk.

Published in the DeKalb Review, Feb. 13th 1913.

AN ORDINANCE.

Lighting and Pumping Contract

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That the Mayor and City Clerk of said City are hereby authorized and directed to enter into and execute the lighting and pumping contract*hereto attached, as and for the City of DeKalb.

Passed by the City Council of said City and approved by the Mayor thereof, this First day of February, A.D. 1913.

L. E. Bradt
Mayor.

Attest:
G. N. Blackman
City Clerk.

*Copy of Contract in file.

AN ORDINANCE

GRANTING UNTO THE AMERICAN STEEL AND WIRE COMPANY OF NEW JERSEY THE RIGHT TO CONSTRUCT, MAINTAIN AND OPERATE A RUNWAY ACROSS LOCUST STREET, IN THE CITY OF DEKALB, ILLINOIS.

A.S.& W.Co. Runwa across Locust St

SECTION 1: BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DEKALB, ILLINOIS, That the right, permission and authority are hereby granted unto the AMERICAN STEEL AND WIRE COMPANY OF NEW JERSEY, a New Jersey Corporation, its successors and assigns, to construct, maintain and operate a runway having a clear span of not less twenty-eight (28) feet and an overhead clearance of not less than fourteen and one-half (14-½) feet over and across Locust Street between Fourth and Fifth Streets in the City of DeKalb, Illinois.

SECTION 2: This ordinance shall become effective from and after the date of its passage.

PASSED this 5th day of April A.D. 1913.

Approved L. E. Bradt
Mayor.

Attest:
G. N. Blackman
City Clerk.

AN ORDINANCE

GRANTING UNTO THE AMERICAN STEEL AND WIRE COMPANY OF NEW JERSEY THE RIGHT TO CONSTRUCT, MAINTAIN AND OPERATE A RAILROAD TRACK OVER AND ACROSS SIXTH STREET IN THE CITY OF DEKALB, ILLINOIS.

.&W.Co. Rail-
d across
th Street.

SECTION 1: BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DEKALB, ILLINOIS, That the right, permission and authority are hereby granted unto the AMERICAN STEEL AND WIRE COMPANY OF NEW JERSEY, a New Jersey corporation, its successors and assigns, to construct, maintain and operate a railroad track upon, over and across Sixth Street between Locust and Oak Streets, in the City of DeKalb, Illinois.

SECTION 2: This ordinance shall become effective from and after the date of its passage.

PASSED this 5th day of April A.D. 1913.

APPROVED E. E. Brack
Mayor.

ATTEST:
G. N. Blackman
City Clerk.

AN ORDINANCE.

inance amending
eet Sprinkling.
inance.

An ordinance amending an ordinance entitled, "An ordinance regulating the use of city water for the purpose of street sprinkling, establishing the price to be charged for the same and providing for a bond to be furnished by the parties engaged in the street sprinkling business,"passed by the City Council of said City and approved by the Mayor thereof on the 22nd day of April, A.D. 1911.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

That Section Three of an ordinance entitled, "An ordinance regulating the use of city water for the purpose of street sprinkling, establishing the pricetto be charged for the same and providing for a bond to be furinshed by the parties engaged in the sprinklinf business," passed by the City Council of said City and approved by the Mayor thereof on the 22nd, day of April, A.D. 1911, be amended so as to read as follows;

Section 3. Said persons engaged in said street sprinkling business shall make settlement with the City Clerk of said City, on the first day of each month for water used by them during the preceeding month.

They shall before engaging in said business file with the City Clerk of said City a bond in the penal sum of One Hundred and Fifty Dollars, with sureties to be approved by the Mayor and City Clerk, conditioned for the faithful payment to said City of all bills

incurred by them for City Water and for the payment of any and all damages they may do to any hydrant, water crane or other apparatus of the water system of said City.

Passed by the City Council of said City and approved by the Mayor thereof this 5th day of April A.D. 1913.

L. E. Bradt
Mayor.

Attest:
G. N. Blackman
City Clerk.

AN ORDINANCE.

Reporting cases of Pulmonary Tuberculosis.

An ordinance requiring the reporting of cases of pulmonary tuberculosis, providing penalties for so failing to report, and making provision for the fumigation of the places of residence of said cases in the event of death in or removal from said places of residence.

BE IT ORDAINED, by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

SECTION 1. Every physician practicing in said City, who shall have any patient affected or sick with pulmonary tuberculosis shall forthwith report the same in writing to the Board of Health of this City and said report shall give the place of residence of said patient.

SECTION 2. If any person afflicted with pulmonary tuberculosis in this city shall die of said disease, or shall remove from or change his or her place of residence, it shall be the duty of the attending physician to forthwith report said death or removal to the Board of Health of this City in writing, if there shall be no attending physician then it shall be the duty of the person in charge of said patient or in charge of the premises where said patient resides, having knowledge of the nature of said disease, to forthwith report said death or removal to the Board of Health, in writing as aforesaid.

SECTION 3. Any person who shall fail, neglect or refuse to make the reports as herein above provided, shall upon conviction be fined not less than five dollars nor more than two hundred dollars for each and every offense.

SECTION 4. In all cases of death or removal as herein above provided, it shall be the duty of the Board of Health of this City to cause the premises where said patient died or from which said patient was removed, to be fumigated in compliance with the method approved by the State Board of Health, by and at the expense of the City of DeKalb.

Passed by the City Council of said City and approved by the Mayor thereof, this 5th day of April A. D. 1913.

L. E. Bradt
Mayor.

Attest:
G. N. Blackman
City Clerk.

Published in the DeKalb Review, April 17th, 1913.

AN ORDINANCE

creating the office and relative to the powers, duties, salary, term of office and appointment of Public Engineer of the City of DeKalb.

liiaance cre-
ing office of
olic Engineer.

BE IT ORDAINED BY THE City Council of the City of DeKalb, in the County of DeKalb in the State of Illinois:

SECTION 1. That the office of Public Engineer of the City of DeKalb is hereby created, the term of which shall be to the end of the fiscal year of said City, during which an appointment thereto shall be made, as hereinafter provided.

SECTION 2. Said Public Engineer shall be ex-officio Water Commissioner of said city, and as such water commissioner shall perform all the duties now or hereafter imposed upon the Water Commissioner of said city by the ordinances thereof.

SECTION 3. It shall be the duty of said Public Engineer, under the direction of the Mayor and City Council of said City, to perform and render all duties and services of a civil engineer required in and about the business of said city, and also to act as engineer of the Board of Local Improvements of said City, and render and perform any and all civil engineering services required by said Board. He shall take and have charge of, and carry on and superintend all work to be done by said city, requiring the services of a civil engineer, as such work may from time to time be decided upon by the Mayor and City Council, and also all work to be done under his direction as Water Commissioner, under the ordinances of said City. The City Council may, from time to time, and when deemed by them for the best interest of said city, employ necessary civil engineering assistance for said Public Engineer.

SECTION 4. The Public Engineer shall be appointed by the Mayor of said City, by and with the advice and consent of the City Council. He shall be subject to removal by the Mayor of said City, in the manner provided by law, or by the City Council of said City upon a two-thirds vote of all its members authorized by law to be elected, to be taken by ayes and nays on roll call, for misconduct, incompetency, neglect of duty, or such other cause as the City Council shall deem sufficient.

SECTION 5. The Public Engineer shall, before entering upon the duties of his office, give bond to the City of DeKalb, in the sum of Two Thousand Dollars, with sureties to be approved by the City Council, conditioned for the faithful performance of the duties of his office, and the payment of all moneys re ceived by him as such Public Engineer and ex officio Water Commissioner, according to law and the ordinances of said city, which bond shall be filed with the City Clerk of said City.

SECTION 6. The Public Engineer shall receive and be paid, in full compensation for the duties to be performed by him under the ordinances of said city, the sum of One Hundred Twenty-five Dollars per month, which shall not be increased nor diminished to take effect during his term of office. He shall during such time devote his entire time to the interests of said city, and to the performance of his duties as in this ordinance prescribed.

the provisions of this ordinance are hereby repealed and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of said City, and approved by me, this 28th day of April, A. D. 1913.

C. E. BRADT, Mayor.

Attest:
G. N. BLACKMAN,
City Clerk.

AN ORDINANCE

Amendment to Dram Shop Ord.

AMENDING Section 7 of an ordinance of the City of DeKalb, in the County of DeKalb in the State of Illinois, entitled, "AN ORDINANCE authorizing the issuance of licenses for the sale of intoxicating liquors in certain territory within the corporate limits of the City of DeKalb, and prescribing the terms, conditions, rules and regulations governing the issuance of such licenses and the transaction of business thereunder, and fixing the penalties for the violation of any of said terms, conditions, rules and regulations," passed and approved on the 6th day of May, A.D.1910, as amended by any and all ordinances of said city subsequent to date amendatory thereof or supplemental thereto.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

SECTION 1. That Section 7 of an ordinance of the City of DeKalb, entitled, AN ORDINANCE authorizing the issuance of licenses for the sale of intoxicating liquors in certain territory within the corporate limits of the City of DeKalb, and prescribing the terms, conditions, rules and regulations governing the issuance of such licenses and the transaction of business thereunder,and fixing penalties for the violation of any of said terms, conditions, rules and regulations," passed and approved May 6th 1910, as amended by any and all ordinances of said city subsequent to said date amendatory thereof or supplemental thereto, shall be and the same is hereby amended so as to read as follows:

"Section 7. No such license shall be issued unless "the person or persons desiring the same shall first "make written application therefor signed by him, her "or them, stating in what place the business is to be "carried on, the period of time the same is to cover, "and the kind of license desired. Nor shall any "such license be issued unless the applicant or appli- "cants therefor first pay into the treasury of said "city, in advance, the license fee provided by this "ordinance for the term for which said license may "be granted. Nor shall any such license be issued "unless the City Council is satisfied that the appli- "cant or applicants is or are suitable persons, that "the place where the business is proposed to be con- "ducted is a proper place, and the City Council shall "decide upon an aye and nay vote to be taken on roll "call whether or not such application shall be "granted.

"Such license may be issued and granted by the City "Council, in its discretion, for the remaining part of "the fiscal year of the city from the time of granting "such application, or, when the term thereof is to be-

"gin prior to the 31st day of October of the fiscal "year, for a term ending on said date, and when the "application is made therefor for a term to begin on " or after November 1st of the fiscal year, for a "term not less than the remaining portion of said fiscal year.

"When such license shall be granted for a term "less than the whole of the fiscal year, the fee to be charged therefor shall be the proportion of "the annual license fee provided in this ordinance which the number of months for which the same is "so granted, counting as one month the month in "which license is to be dated, bears to twelve "months.

Section 2. All parts of ordinances in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of DeKalb, at an adjourned regular meeting thereof, held April 28th, 1913, and approved by me, this 30th day of April, A.D.1913.

C. E. BRADT,
Mayor.

Attest:
G. N. BLACKMAN,
City Clerk.

AN ORDINANCE

appointing a Board of Local Improvements of the City of DeKalb, for the municipal year of said city ending April 30th, 1914.

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ovements for
ending
30th 1914.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb in the State of Illinois.

SECTION 1. That Aldermen Donovan, Shoop and Baier, be and they are hereby appointed and designated to act with the Mayor and Public Engineer of said city as the Board of Local Improvements of said city for the municipal year of said city ending April 30th, 1914.

Passed by the City Council of said city at a regular meeting thereof held upon the 3rd day of May, A.D.1913, and approved by me, this 5th day of May, A. D. 1913.

M. J. HENAUGHAN,
Mayor.

Attest:
G. N. BLACKMAN,
City Clerk.

AN ORDINANCE making appropriations for corporate purposes of the City of DeKalb for the fiscal year of said City from May 1st, 1913, to April 30th, 1914, inclusive.

Appropriation Ordinance for Year ending April 30, 1914.

BE IT ORDAINED by the City Council of the City of DeKalb, in the county of DeKalb in the State of Illinois:

SECTION 1. That the following sums, or so much thereof as may be authorized by law, be and the same are hereby appropriated for corporate purposes of the City of DeKalb, in the County of DeKalb, in the State of Illinois, for the fiscal year of said City from May 1st, 1913 to April 30th, 1914, inclusive:

Salaries	$7,000.00
Fire Department	10,000.00
Police	8,500.00
Streets & Alleys	8,000.00
Sidewalks	2,500.00
Maintainance of Waterworks	12,000.00
Extension of Waterworks	9,000.00
Sewers & Drains	15,000.00
Street Lighting	13,000.00
Public Buildings	5,500.00
Health Department	1,000.00
Parks	1,200.00
Incidentals	4,000.00
Board of Local Improvements	3,000.00
Public Hospital	4,000.00
Public Library	2,500.00

BONDS AND INTEREST.

Pavement Bonds of 1902, Nos. 1 to 8 inc.	$4,000.00	
Int.on said Pavement Bonds of 1902	640.00	
Waterworks Extension Bonds of 1897, Nos. 9 to 11 inc.	1,500.00	
Balance of interest on said Waterworks Extension Bonds of 1897	50.75	
Interest on Engine House Bonds of 1903	360.00	
Interest on Sewer Bonds of 1905	240.00	
Interest on Waterworks Extension Bonds of 1910	427.50	
Interest on Waterworks Extension Bonds of 1912	787.50	$8,005.75
Total		$114,205.75

All unexpended balances of any items of any general appropriation made by this ordinance may be expended by making up any deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

Passed by the City Council of the City of DeKalb at a regular meeting held on the 7th day of June, 1913, and approved by me, the 9th day of June, A.D. 1913.

M. J. Henaughan,
Mayor.

Attest:
G. N. Blackman,
City Clerk.

Published in the DeKalb Daily Chronicle, June 10th 1913.

officers of the City of DeKalb for the term ending April 30,1915.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb in the State of Illinois:

Salary Ord. for term ending April 30th 1915.

Section 1. The salaries and compensation of the officers of the City of DeKalb hereinafter named, for the term ending on the 30th day of April, 1915, shall be and the same are hereby fixed as follows:

MAYOR of said City, for said term, the sum of Twelve Hundred Dollars per annum.

CITY CLERK of said City, for said term, the sum of Twelve Hundred Dollars per annum.

CITY TREASURER of said City, for said term, the sum of Two Hundred Difty Dollars per annum.

CITY ATTORNEY of said City, for said term, the sum of Nine Hundred Dollars per annum, in full compensation of all services to be rendered by him, except in special assessment proceedings or special taxation proceedings (other than for the construction of sidewalks), services rendered by him in and about any general revision and re-publication of the general ordinances of said city, and services rendered by him in and about contested cases in courts of record (other than cases for violations of city ordinances or recovery of special taxes for the construction of sidewalks).

He shall be paid for services rendered by him in such special assessment or special taxation proceedings, in and about such revision of the general ordinances, and in and about contested cases in courts of record, in addition to travelling and other expense necessarily incurred by him in connection therewith, the following compensation:

At the rate of Ten Dollars per day for time spent by him in his office or elsewhere in said city.

At the rate of Fifteen Dollars per day for time spent by him away from his office and out of said city, except in the trial of such contested cases in courts of record;

At the rate of Twenty Dollars per day for time spent by him in the trial of contested cases in courts of record;

Provided that in special assessment or special taxation cases in which the estimate for the improvement to be constructed includes an item for the lawful expenses connected with the making of the improvement and collection of such special assessments or special taxes, as a part of the expense of such improvements, he shall be paid for services rendered by him in connection therewith from such special assessments or special taxes, when collected, and not from the general funds of said city, except in proceedings for the collection of delinquent special assessments or special taxes, for his services in connection with which he shall be paid from the general funds of said city.

He shall keep an accurate record of time spent by him in the performance of the services to be paid for upon a per diem basis, as above provided, and of his expenses in connection therewith, which record shall be exhibited by him at any time, upon request, to the Mayor or City Council or any committee or member thereof.

Section 2. This ordinance shall take effect from and after its passage and approval, as provided by law.

Passed by the City Council of said City at a regular meeting thereof upon the 7th day of June 1913, and approved by me, this 9th day of June, 1913.

M. J. Henaughan,
Mayor.

Attest:
G. N. Blackman,
City Clerk.

regulating traffic upon and along the streets, avenues and public places of the City of DeKalb.

Regulating traf
along streets,
avenues and pu
places.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Section 1. All street cars operated upon Main Street in the City of DeKalb, between and inclusive of First and Seventh Streets, shall upon approaching any intersection street, be brought to a full stop before proceeding across such intersecting street, by the person operating the same.

Section 2. All street cars operated upon and along any other street, avenue or public place in said city, including the remaining portion of Main Street, shall be brought to a stop by the person operating the same, when a stop is to be made, before proceeding across intersecting streets or the lines of abutting streets produced.

Section 3. All persons driving, operating or propelling vehicles of every description other than street cars, upon and along the streets, avenues and public places of said city, shall proceed along the right hand side of the center thereof in the direction in which such vehicles may be proceeding, and in turning corners shall keep to the right of the center of street intersections.

Section 4. No person in charge of or operating any vehicle, other than street cars, upon and along Main Street in said City, from First Street to Seventh Street, inclusive, and for one block north or south of said portion of Main Street, shall allow the same to remain standing thereon, except parallel with and not more than one foot distant from the curb line, and upon the right hand side of the street in the direction in which such vehicle may be headed. No vehicle shall be left standing within fifteen feet of any fire hydrant.

Section 5. No person in charge of or operating or driving any vehicle upon and along any portion of Main Street in said city, from First Street to Seventh Street, inclusive, shall turn the same about so as to face or proceed in the opposite direction, except at street intersections.

Section 6. No person operating or driving any vehicle upon and along the streets, avenues and public places in said city shall suffer or permit the same, or any horse or horses attached thereto, to approach in motion within fifteen feet of any street car taking on or discharging passengers.

Section 7. All automobiles, motor trucks, motorcycles and other vehicles propelled or driven by means of a gasoline or internal combustion type of motor, shall when being operated, driven or propelled upon and along the streets, avenues and public places of said city, be equipped with an efficient muffler in proper and efficient working condition. No person operating any such vehicle as aforesaid shall open or permit to be opened any device known as a cut out upon the pipe or other connection between the motor and muffler of such vehicles when the motor thereof may be in motion.

the streets, avenues and public places of said city any of the vehicles mention in Section 7 of this ordinance from which noxious smoke, gas, steam or offensive odors escape, or from which smoke or steam may escape to an extent likely to frighten horses.

Section 9. There is hereby established a zone of quiet in the portion of South First Street in said city now indicated by signs placed there for that purpose.

The making of any unnecessary noise or playing of itinerant musicians upon said portion of said street, which disturbs or tends to disturb the peace and quiet of any of the inmates of the DeKalb City Hospital located upon said portion of said street, is hereby prohibited.

Section 10. Any person violating any of the provisions of this ordinance, shall upon conviction thereof be fined not less than five dollars nor more than two hundred dollars for each offense.

Section 11. All ordinances and parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after ten days from its passage, approval and publication, as provided by law.

Passed by the City Council of the City of DeKalb, at a regular meeting thereof upon the 7th day of June, A. D. 1913, and approved by me this 9th day of June, A.D. 1913.

M. J. Henaughan
Mayor.

Attest:
G. N. Blackman
City Clerk.

Published in the DeKalb Daily Chronicle, June 11, 1913, on page 2.

AN ORDINANCE

regarding common and habitual drunkards frequenting dram shops. Drunkards frequenting dram shops.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb in the State of Illinois:

Section 1. No common or habitual drunkard or person in the habit of becoming intoxicated, or to whom dram shop keepers have been notified not to sell intoxicating liquors shall enter or remain in any premises in which any person or persons shall have been licensed to sell intoxicating liquors, nor shall the holder of any license to sell intoxicating liquors allow any such person to enter or remain in his or their place of business.

Section 2. Any person violating the provisions of this ordinance shall upon conviction thereof be fined not less than five dollars nor more than two hundred dollars for each offense.

Passed by the City Council of the City of DeKalb at a regular meeting thereof upon the 5th day of July, A. D. 1913, and approved by me this 7th day of July, A. D. 1913.

_____
Mayor.

Attest:
G R Blackman
City Clerk.

AN ORDINANCE

Regulating the time of payment of City Employees and Appointed Officers.

regulating the time of payment of City employees and appointed officers.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Section 1. That the salaries or other compensation to be paid to policemen, firemen and other appointed officers or employees of the City of DeKalb, where the same is fixed by ordinance, shall be paid semi-monthly, upon the fifth and twentieth days of each month, for the second and first halves of each month, respectively.

Section 2. That the wages or other compensation due employees of the City of DeKalb, other than appointed employees, where the same is not fixed by ordinance, from the first to the fifteenth days of each month, inclusive, shall be paid upon the twentieth day of the month, and from and including the sixteenth day to and including the last day of each month, shall be paid upon the fifth day of the following month, beginning with the month of August 1913, and warrants for the payment of such employees in the manner aforesaid shall be drawn upon the treasurer of said city by the Mayor and City Clerk, for such wages shown from time to time to be due by payrolls therefor audited and approved by the Finance Committee.

Passed by the City Council of said City at an adjourned regular meeting upon July 19th 1913, and approved by me this 22nd. day of July, A. D. 1913.

Attest: _____ Mayor.

G. N. Blackman
City Clerk.

AN ORDINANCE

providing for the laying out, opening and establishing of an alley ten feet in width along the south side of Out Lot A of Langlois & Townsend's Third Add'n, from Seventh Street to Block Four of said Add'n, and of extensions of North Ninth, North Tenth and North Eleventh Streets.

Establishing an Alley along the south side of Ou Lot A, Langlois Townsend's Third Addition.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Sectionl. That a local improvement to consist of the laying out, opening and establishing of an alley ten feet in width from the east line of North Seventh Street to the west line of Block Four of Langlois & Townsend's Third Addition, the north line of which said alley shall coincide with the south line of Out Lot A of said addition, and of the laying out, opening and establishing of extensions of North Ninth, North Tenth and North Eleventh Streets, as shown by the recorded plat of said Addition, to the north line of Out Lot A of said Addition, shall be and the same is hereby ordered made in said City.

Section 2. Said improvement shall be made and the cost and expenses thereof paid by general taxation.

Section 3. The City Attorney of said City is hereby directed to file a petition in the County Court of said County, in the name of said City, asking that the just compensation to be paid to all owners of or persons interested in the lands to be taken or damaged for the purpose of said improvement, may be ascertained by a jury, in the manner provided by law.

Passed by the City Council of the City of DeKalb at a special meeting thereof upon the 26th day of July, 1913, and approved by me this 26th day of-July, A. D. 1913.

_____
Mayor.

Attest:

G R Blackman
City Clerk.

AN ORDINANCE

FOR THE LEVY AND ASSESSMENT OF TAXES FOR CORPORATE PURPOSES OF THE CITY OF DE KALB FOR THE FISCAL YEAR OF SAID CITY ENDING ON THE 30th DAY OF APRIL, A.D. 1914.

x Levy Asst.
r fiscal year
ding April 30,
14.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the state of Illinois:

Section 1. That the sum of Thirty-eight Thousand Four Hundred Five Dollars and Seventy-five Cents ($38,405.75), the same being that part of the total appropriations heretofore made for corporate purposes of the City of De Kalb, in the county of De Kalb in the state of Illinois, to be collected from the tax levy for the current and fiscal year of said city, be and the same is hereby levied and assessed upon all the real and personal property in said city, subject to its municipal tax, as the same is levied for state and county taxes for the current and fiscal year, the said tax so levied and assessed being for the current fiscal year of said city, and the appropriations for said current and fiscal year of said city, the total amount of which has been ascertained by an ordinance passed by the City Council of said City upon the 7th day of June, A.D. 1913, and approved by the Mayor thereof upon the 9th day of June, A.D. 1913, and published in the DE KALB DAILY CHRONICLE, a daily newspaper of general circulation printed, published and circulated in said city, county and state, upon the 10th day of June, A.D. 1913, the amount of said appropriations being as follows:

Salaries	$7,000.00
Fire Dept.	10,000.00
Police	8,500.00
Streets and Alleys	8,000.00
Sidewalks	2,500.00
Maintenance of Waterworks	12,000.00
Extension of Waterworks	9,000.00
Sewers and Drains	15,000.00
Street Lighting	13,000.00
Public Buildings	5,500.00
Health Department	1,000.00
Parks	1,200.00
Incidentals	4,000.00
Board of Local Improvements	3,000.00
~~(Carried Forward)~~	~~$99,700.00~~
~~(Brought Forward)~~	~~$99,700.00~~
Public Hospital	4,000.00
Public Library	2,500.00
Bonds and Interest.	
Pavement Bonds of 1902, No.'s 1 to 8, Inclusive	4,000.00
Int. on said Pavement Bonds of 1902,	640.00
Waterworks Extension Bonds of 1897, No.'s 9 to 11, inclusive,	1,500.00
Balance of interest on said Waterworks Extension Bonds of 1897,	50.75
Interest on Engine House Bonds of 1903,	360.00
Interest on Sewer Bonds of 1905,	240.00
Interest on Waterworks Extension Bonds of 1910,	427.50
Interest on Waterworks Extension Bonds of 1912,	787.50
Total,	$114,205.75

That the remaining amount of said appropriations be filled and raised from moneys on hand, not otherwise appropriated, and from other sources of revenue of said city, the said sum so levied and assessed as aforesaid being divided between said items of said appropriations, as follows:

Salaries	$4,000.00
Fire Department,	4,000.00
Police	3,000.00
Streets and Alleys	2,000.00
Sidewalks-	500.00
Maintenance of Waterworks-	1,000.00
Extension of Waterworks,	500.00
Sewers and Drains	1,200.00
Street Lighting	4,000.00
Public Buildings	500.00
Health Department-	500.00
Parks-	400.00
Incidentals-	1,400.00
Board of Local Improvements-	1,000.00
	$24,000.00
Public Hospital,	4,000.00
Public Library	2,400.00
Pavement Bonds of 1902, Nos. 1 to 8,incl.	4,000.00
Interest on said Pavement Bonds of 1902,	640.00
Waterworks Extension Bonds of 1897, Nos. 9 to 11, inclusive,	1,500.00
Balance of interest on said Waterworks Extension Bonds of 1897	50.75
Interest on Engine House Bonds of 1903,	360.00
Interest on Sewer Bonds of 1905,	240.00
Interest on Waterworks Extension Bonds, 1910,	427.50
Interest on Waterworks Extension Bonds, 1912,	787.50
Total	$38,405.75

Section 2. The City Clerk of said city is hereby directed to file with the County Clerk of De Kalb County, Illinois, on or before the third Tuesday of September, A.D. 1913, a copy of this ordinance duly certified by him under the corporate seal of said city, as required by law.

Passed by the City Council of said city at a regular meeting thereof upon the 2nd day of August, A.D.1913, and approved by me, this 4th day of August, A.D. 1913.

.....
Mayor.

G. N. Blackman
.....
City Clerk.

elating to location of trolley poles of C. A. & D. Ry. Company.

Relating to location of trolley poles of the Chicago, Aurora & De Kalb Railway Company on East Main Street.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the Chicago, Aurora & De Kalb Railway Company having been requested to remove its trolley poles from their present location inside the curb line of East Main Street from Fourth Street to Seventh Street, prepratory to the installation of the proposed boulevard lighting system, consent, permission and authority be and are hereby granted said company, its successors, assigns and lessees to place and maintain the same, and said company is hereby directed to place and locate the same, upon said portion of said street along the inside sidewalk line thereof.

Passed by the city council of the City of De Kalb at an adjourned regular meeting thereof upon the 13th day of August, 1913, and approved by me this 14th day of August, A. D. 1913.

.....
Mayor

G. N. Blackman
.....
City Clerk.

AN ORDINANCE

Filling vacancy in the Board of Local Improvements.

lling of cancy in ard of Local provements.

BE IT ORDAINED by the city council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. That Alderman C. M Fox be and he is hereby appointed to fill the vacancy in the Board of Local Improvements, caused by the death of Alderman Fred Baier.

Passed by the city council of the City of De Kalb, at a regular meeting, on September 6th 1913, and approved by me this 6th day of September, A. D. 1913.

.....
M a y o r.

G. N. Blackman
.....
City Clerk.

AN ORDINANCE

REVOKING A LICENSE GRANTED TO THE Central Union Telephone Company upon May 16th, 1893, of the right to erect and maintain its poles and lines in the streets, alleys and public highways of the City of De Kalb.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of DeKalb in the state of Illinois:

Revoking licens granted to C. U Tel. Co. right for erection an maintenance of poles etc.

Section 1. That whereas, the Central Union Telephone Company has ceased for one year last past to operate in the city of De Kalb a telephone exchange, and has failed and neglected within ten days after receiving an order of the City Council of said City to remove its poles and wires from Main Street in said city from First Street to Seventh Street, to so remove such poles and wires, and has not for one year last passed supplied to said city without charge a telephone to be located in the Mayor's Office or city building of said city, as required and provided in and by an ordinance of said city entitled, " AN ORDINANCE granting to the Central Union Telephone Company the right to erect and maintain its poles and lines in the city of De Kalb, Illinois, on the condiditions therein provided," passed and approved May 16th, 1393, said ordinance is hereby repealed, and said city does hereby revoke the license granted to said company by said ordinance of the right to erect and maintain its poles and lines upon the streets alleys and public highways of said city, and said company is hereby directed to proceed to remove its poles, wires and other apparatus from such streets, alleys and public highways of said city forthwith.

Section 2. The City Clerk of said city is hereby directed to forward to said company a copy of this ordinance, duly certified by him as such City Clerk under his hand and the corporate seal of said city, by registered mail.

Section 3. In event of failure or refusal of said company to proceed immediately, upon receipt of such certified copy hereof, with the removal of its ~~said~~ poles and wires and other apparatus from such streets, avenues, alleys and public highways of said city, and to have the same removed from Main Street from First Street to Seventh Street within ten days from the receipt of such certified copy hereof by said company, the City Marshall of said city is hereby directed to employ such assistance as may be needed to so remove the same and to proceed forthwith to do so.

Section 4. In event of failure of said company to remove said poles, wires and other apparatus as in and by this ordinance directed and provided, and the removal of the same by the City Marshall of said city, as in this ordinance ordered, the City Attorney is hereby directed to institute any necessary proceedings in some court of competent jurisdiction to recover from said company any expense incurred by said city pursuant to the provisions of this ordinance in the removal of the same.

Section 5. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at an

adjourned regular meeting thereof on September 20th, 1913,
and approved by me this 22nd day of September, A. D. 1913.

.....
M a y o r.

G. H. Blackman
.....
City Clerk.

AN ORDINANCE

prohibiting hitching of horses to or attaching notices to ornamental lighting posts.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

Prohibiting hitching of horses, to ornamental lighting post

Section 1. It shall be unlawful for any person to hitch any horse, horses or other animal or animals to the ornamental concrete lighting posts in said city on Main Street from First Street to Seventh Street and in front of the Chicago & Northwestern Railway Company station on Sixth Street, or to place thereon or attach thereto anything of any description without a written permit from the Mayor.

Section 2. Any person violating the provisions of this ordinance shall upon convition be fined not less than five dollars nor more than two hundred dollars for each offense.

Passed by the City Council of the City of De Kalb, at an adjourned regular meeting upon the 20th day of September, A. D. 1913, and approved by me this 22nd day of September, A. D. 1913.

.....
Mayor.

G H Blackman
.....
City Clerk.

AN ORDINANCE

creating and providing for a Police Pension Fund for the City of De Kalb.

'or Creating and oviding for Police nsion Fund.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

Section 1. That the City Treasurer of said city shall set apart, from the funds and revenues of said city for the current and subsequent fiscal years of said city, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, " Act to provide for the setting apart, formation and disbursement of a Police Pension Fund in cities, villages and incorporated towns in the state of Illinois, having a population of not less than 20,000 and not more than 50,000 inhabitants, " approved June 14, 1909, in Force July 1, 1909, as amended by an act of said General Assembly approved June 27, 1913, in force July 1, 1913, (it having been determined by said city that it has now a population of at least 9,000, and is therefore within the provisions of said act as so amended), the following moneys of said city:

Three fourths of all moneys received by said city from licenses upon dogs;

Two per cent of all moneys received from licenses for the keeping of saloons, dram shops and wholesale liquor houses;

All moneys received for special details of police officers;

Ten percent of all fines collected for violations of city ordinances;

One per cent per month which shall be paid or deducted from the pension of every police pensioner of said city;

All moneys received from fines imposed upon the members of the Police Department of said city, for violations of the rules and regulations of the Police Department;

Ten per cent of all revenues from licenses not heretofore mentioned in this ordinance;

the same to constitute the Police Pension Fund of said city under the provisions of said act of the General Assembly.

Provided, however, that there shall not be set apart to said fund in any one year more than the sum of Twenty-five Hundred Dollars ($2,500.00), and that in the event it be necessary to reduce the sums so to be set apart because of such limitation, the reduction shall be made from the amount collected for dram shop licenses.

Section 2. Said Police Pension Fund shall be under the control of the Board of Trustees of the Police Pension Fund, which Board shall consist of two residents of said city, to be appointed by the Mayor, one toserve for one year beginning on the second Tuesday of May, 1914, and one to serve for two years beginning on said date. The successors to said two trustees shall serve for a period of two years each, or until their successors are appointed and qualified. The third member of said Board

shall be a resident of said city and shall be elected from the regular police force or from the beneficiaries under the provisions of said act, by ballot at a regular election as aforesaid, at which all members of the regular police force and beneficiaries of lawful age shall be entitled to vote. Said election shall be held annually, on the third Monday in April, under the Australian ballot system, at such place or places in said city and under such regulations as shall be prescribed by the appointed members of said Board. No person entitled to vote at said election shall cast more than one vote. In event of death, resignation or inability to act of any such elected member, the successor of such elected member shall be elected at a special election, which shall be called by said Board, and conducted in the same manner as the annual elections herein provided for.

Passed by the City Council of the City of DeKalb at a regular meeting upon the 4th day of October, 1913, and approved by me, this 8th day of October, 1913.

.....
M a y o r.

G H Blackman
.....
C i t y C l e r k.

AN ORDINANCE.

providing for the creation of a Firemen's Pension Fund for the City of De Kalb.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

Providing for reation of Firemen's Pension und.

Section 1. The City Treasurer of said city of De Kalb shall set apart, from the revenues of said city for the current and succeeding fiscal years, as a fund for the pensioning of disabled and superannuated members of the Fire Department of said city, and the widows and orphans and dependent parents of deceased members of said Fire Department, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "an Act to create a board of trustees of the Firemen's Pension Fund, etc.," approved May 13, 1887, in force July 1, 1887, as amended by an act approved June 1,1907, in force and as amended by an act approved June 12, 1909,in force July 1st 1909, July 1, 1907, one percentum of all revenues collected or received by the City of De Kalb from licenses issued by said city, also all fines imposed for violations of fire ordinances, the enforcement or collection of which may be charged to and be under the supervision of the Fire Marshall or subordinate officers of the Fire Department; also one per centum of the salary, wages or compensation of officer or member of the Fire Department. There shall also be paid to said City Treasurer and by him be set apart to the credit of said pension fund, all fines and penalties imposed upon members of the Fire Department, and all rewards, moneys, fees, gifts and emoluments that may be paid or given on account of extraordinary services by said Fire Department or any member thereof, shall also be paid to said City Treasurer and be by him credited to said pension fund, (except when allowed to be retained by competitive award).

There shall also be set apart by the City Treasurer to the credit of said pension fund, fifty per cent of all moneys collected by said city from foreigh fire insurance companies, as a tax or license fee, in accordance with an act of said General Assembly entitled, "An Act to enable cities, towns or villages organized under any general or special law to levy and collect a tax or license fee from foreign fire insurance companies, etc., as amended by an act approved June 10, 1909, in force July 1, 1909.

Section 2. There shall also be set apart by said City Treasurer and placed to the credit of said Firemen's Pension Fund, the further sum of Three Thousand Two Hundred Sixty-five Dollars and Sixty-two cents ($3,265.62), the same being one per centum of all revenues collected by said city from licenses issued by it, and one half said fire insurance license or tax collected by said city, since the attainment of a population of five thousand people and the organization of a paid fire department by said city.

Section 3. There shall be elected by ballot at an annual election, at which election all active members of the Fire Department shall be entitled to vote, a Secretary and a Treasurer of the Fire Department of said city, to be chosen from the active members of the Fire Department, which election shall be held on the Third Monday of April of each year, under the Australian ballot system, at such place or places and under such regulations as shall be prescribed by the Fire Marshall.

The Treasurer of said Fire Department, shall before entering upon the duties of said office, give bond annually to the city of De Kalb in the sum of Two Thousand Dollars($2,000.00), with two or more good and sufficient sureties, residents of said city, to be approved by the City Council, conditioned for the faithful performance of the duties of said office, and for promptly accounting for all moneys that may come into his hands by virtue of said office. He shall keep an accurate record of all moneys received and expenditures made by him on account of the Fire Department, and shall make an annual report to the City Council. Such bond may be increased from time to time as may be necessary.

The City Treasurer shall pay over to the Treasurer of the Fire Department, at such times as the city council may direct, one half of all moneys received by him in payment of the license fee or tax imposed upon corporations, companies and associations not organized under the laws of the state of Illinois, and which are engaged in effecting fire insurance in said city, the same to be paid out by the Treasurer of said Fire Department for the maintenance, use and benefit of said fire departments, and only upon warrant properly signed by the Fire Msrshal and the Secretary of the Fire Department, such expenditures to be made by the Fire Department under the direction of the Mayor and Fire Committee of the City Council.

Section 4. Said Firemen's Pension Fund shall be under the control of the Board of Trustees of the Firemen's Pension Fund, which Board shall consist of the Mayor, City Treasurer, who shall be exofficio Treasurer of said Pension Fund, City Clerk, City Attorney, Fire Marshal and two active members of the Fire Department, which said two last mentioned members shall be elected by ballot at an annual election at which all active members of the Fire Department shall be entitled to participate and vote, to be held annually on the third Monday in April under the Australian ballot system at such place or places in said city and under such regulations as shall be prescribed by the members of said Board who are members thereof by reason of their official positions. Said pension fund shall be managed and administered by said Board in accordance with the act of the General Assembly providing for the same.

Passed by the City Council of the City of De Kalb, at a

regular meeting thereof on the 4th day of October, 1913, and approved by me this 8th day of October 1913.

.....
Mayor.

G. N. Blackman
.....
City Clerk.

providing for a special election for alderman of the Third Ward.

Providing for special election for alderman of Third Ward.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb, in the state of Illinois:

Section 1. That a special election shall be held for the election of one Alderman of said city in and for the Third Ward thereof to fill the vacancy for the term of said office expiring on April 30th, 1915, caused by the decease of former Alderman Ferdinand Baier.

Said special election shall be held upon the 18th day of November, 1913, at the Finnish Hall on North Eleventh Street in said city and ward, and the following named persons shall be judges and clerks of said election:

Judges.	Clerks.
August E. Nelson	E. E. Louis
Frank Fowler	Robert Graham
W. P. Ballou	John Lundgren

Section 2. The City Clerk of said city is hereby directed to give the notice of said election provided by law.

Passed by the City Council of said city on the 4th day of October, 1913, and approved by me this 8th day of October, 1913.

.....
Mayor.

G. N. Blackman
.....
City Clerk.

AN ORDINANCE

changing the name of Main Street to Lincoln Highway.

Changing name Main St. to Li Highway.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

Section 1. That the name of Main Street in said city is hereby changed to Lincoln Highway, and the City Clerk is hereby directed to file a certified copy of this ordinance in the Recorder's office of said county.

Passed by the city council of the city of De Kalb, this 6th day of December, A. D. 1913, and approved by me, this 6th day of December, A. D. 1913.

.....
Mayor.

G. N. Blackman
.....
City Clerk.

AN ORDINANCE

regulating quality and pressure of gas and providing for the furnishing of gas and electric meters and inspection thereof.

BE IT ORDAINED by the city council of the city of DeKalb, in the county of De Kalb in the state of Illinois:

Regulation and inspection of pressure of gas for furnishing of meters.

Section 1. All persons, firms or corporations now or hereafter engaged in the city of De Kalb in the distribution and sale of inflammable gas for commercial purposes, shall at all times maintain upon the system of pipes or conductors used in the distribution thereof, sufficient pressure so that there shall be a pressure on each individual service pipe at the point of entrance of premises served by it of three inches of water.

Such persons, firms or corporations shall also, at all times, supply such gas of a heating value of not less than Five Hundred Seventy (570) British thermal units per cubic foot, at ~~at~~ atmospheric pressure.

Such persons, firms or corporations shall also furnish to each consumer necessary and proper meters for the measurement of the supply of gas consumed, of either the cash or prepayment type, or the measured monthly payment type, as may be desired by each consumer, and at all times keep and maintain the same in efficient working condition.

*** All persons, firms or corporations now or hereafter engaged in the distribution and sale in said city of electric current for commercial purposes, shall furnish to each consumer necessary and proper meters for measurement of the electric current used by such consumer, and at all times keep and maintain the same in efficient working condition.

*** Section 2. The city sealer shall upon request of any gas consumer of said city, accompanied by payment of a fee of one dollar, make a pressure or heat value test, as requested, of the gas furnished at the premises of such consumer. If upon such test such pressure or heat value is found to comply with the provisions of this ordinance, said fee shall be retained by the city sealer as his fee for such test, otherwise it shall be returned to the person so paying it.

Said city sealer shall also, upon request of any consumer of gas or electric current furnished as aforesaid, accompanied by payment of a fee of two dollars, and acting in connection with the persons, firm or corporation furnishing the same, it being hereby made the duty of such persons, firm or corporation to act with the city sealer at his request in the making of the test herein provided for, make a test of the meter in use at the premises of such consumer for measuring gas or electric current consumed thereat. If upon such test such meter is found not to register more than the amount of gas or electric current passing through it, as the case may be, one dollar of such fee shall be paid to the person, firm or corporation furnishing such gas or electric current, and the other one dollar thereof shall be retained by the city sealer, as his fee, hereby fixed, for the making of such test; otherwise, said fee of two dollars shall be returned to the person paying it,

Provided, however, that no such person, firm or corporation so furnishing such gas or electric current shall

be required to make such test oftener than once in six months.

Section 3. In case it shall be found, upon either of the tests aforesaid, that such gas is not of the heating value, or supplied at the pressure, or that such meter registers more than the amount of gas or electric current, as the case may be, actually supplied through it, the persons, firm or corporation so furnishing such gas or electric current or meters, shall forfeit to said city the sum of one dollar for each test wherein such person, firm or corporation is found to be at fault under the provisions of this ordinance, to be collected in an action of debt in the name of said city, as the fee, hereby fixed, of the city sealer for making such inspection, and paid over to him when collected.

Section 4. All persons, firms or corporations failing, neglecting or refusing to comply with any or either of the provisions of this ordinance, or hindering, delaying or preventing said city sealer in the performance of the duties enjoined upon him under the ordinances of said city, shall be fined for each offense not less than five dollars nor more than two hundred dollars, and each day's refusal, failure or neglect to supply a meter, as aforesaid, shall constitute a separate offense.

Section 5. This ordinance shall take effect and be in force from and after ten days from its passage, approval and publication as provided by law.

Passed by the city council of the city of De Kalb, this 6th day of December, A.D. 1913, and approved by me this 6th day of December, A.D. 1913.

.....
Mayor.

G. N. Blackman
City Clerk.

Published in the DeKalb Chronicle December 15th, 1913.

AN ORDINANCE

creating the office of city sealer of weights and measures and defining the duties and providing for the fees thereof.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois :

Creation of office of city Sealer.

Section 1. There is hereby created the office of city sealer of weights and measures, who shall be appointed by the mayor, by and with the advice and consent of the city council, at the same time and in the same manner as other city officers are appointed, whose appointment is not otherwise provided for by law, and who shall hold office from the date of his appointment until the end of the fiscal year which such appointment is made, and until his successor is appointed and qualified.

Section 2. Said city sealer shall take and subscribe the oath required by law of city officers, and shall give bond in the penal sum of one thousand dollars, with sureties to be approved by the city council, conditioned for the faithful discharge of the duties of his office.

Section 3. The standard adopted by the state of Illinois shall be the test by which all weights and measures shall be compared and determined, and the sealer of weights and measures shall, at the expense of said city, procure correct and approved standards of weights and measures, with their necessary subdivisions, together with the proper beams and scales, for the purpose of testing by said standards and proving the weights and measures in use in said city, together with any other apparatus necessary for the proper performance of the duties imposed upon the city sealer by the ordinances of said city.

Section 4. It shall be the duty of said city sealer at least once in every six months, to examine and test the accuracy of all weights, measures, scales or other instrument or thing used by any person for weighing or measuring any article for sale in said city;

to stamp with a suitable seal all weights, measures, scales or other instrument or thing so tested which he may find correct, and deliver to the owner thereof a certificate of their accuracy; to condemn all weights, measures, scales or other weighing or measuring instrument or thing which he may find incorrect on such inspection, and to cause the owner thereof to have them immediately corrected and made conformable to said standard.

Any person, firm or corporation that shall refuse to exhibit to said city sealer any weights, measures, scales or other instruments used for weighing and measuring, as aforesaid, for the purpose of examination or inspection as provided in this ordinance, or who shall refuse him access to the same in any place where the same may be, or who shall otherwise obstruct him in the performance of his duty hereunder, shall

upon conviction be fined not less than five dollars nor more than two hundred dollars for each offense.

Section 5. It shall be the duty of said city sealer to make and keep in a record book furnished by the city council a regular register of all weights, measures, scales or other instuŕments aforesaid inspected and tested by him, in which he shall state the names of the owner or owners of the same, and whether or not they were found conforming to the standards aforesaid, and the date of the certificate, if any, issued thereon.

Section 6. Every person, firm or corporation using, between the dates of said semi -annual inspections, any weights, measures, scales or other instrument or thing for measuring or weighing articles kept for sale, which mey not have been examined, as afore-said, shall notify said city sealer thereof within ten days after beginning the use of the same,and it shall thereupon become the duty of said city sealer forthwith to inspect the same, as provided in this ordinance.

Any person violating the provisions of this section shall, upon conviction thereof, be fined not less than five dollars nor more than two hundred dollars for each offense, and each day's delay in so notifying said city sealer after the expiration of said ten days shall constitute a separate offense.

Section 7. Whoever shall directly or indirectly resist, obstruct or otherwise hinder, delay or interfere with said city sealer in the legal discharge of his duties, shall upon convition in cases where no other penalty is provided for by ordinance of said city, be fined not less than five dollars nor more than two hundred dollars for each offense.

Section 8. The said city sealer shall receive as his compensation, and shall be allowed to collect and receive from owners of articles and instruments tested by him, the following fees:

For platform scales of 5000 pounds capacity or more, including weights, $3.00.

For scales of from 1000 to 5000 pounds capacity, including weights, $2.00.

For scales of from 500 to 1000 pounds capacity, including weights, $1.00.

For scales of less denomination, including weights, $.50.

For testing measures of all sizes, $.25 each.

And in addition thereto he shall be entitled to reasonable compensation as aforesaid when making any articles or instruments so tested by him conform to said standards.

Section 9. Said city sealer shall devote to the duties of said office whatever time may be necessary to the proper discharge thereof under the laws of the state

of Illinois and the ordinances of said city; he shall be provided with a headquarters in the city hall in said city, and attend at the same from time to time as may be necessary in the proper discharge of his duties.

Section 10. All parts of ordinances in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after ten days from its passage, approval and publication, as provided by law.

Passed by the city council of the city of De Kalb, this 6th day of December, A.D. 1913, and approved by me, this 6th day of December, A.D. 1913.

.....
Mayor.

C. N. Blackman
.....
City Clerk.

Published in DeKalb Chronicle December 15th, 1913.

AN ORDINANCE

providing for the annual City Election of April, 1914, and for the annual City Primary of March, 1914, in and for the city of De Kalb, Illinois.

BE IT ORDAINED BY the City Council of the city of DeKalb, in the County of De Kalb, in the state of Illinois:

Provision for Annual City Election of April 1914, and for annual City Primary of March 1914.

Section 1. That at the annual City Electio, to be held, in and for said city, upon the 21st day of April, A.D. 1914, the same being the third Tuesday of said month, there shall be elected one alderman for each of the five wards of said city.

The various polling places for said election, and the judges and clerks of election shall be as follows:-

First Ward.

Judges	Clerks.
Chas. Camp	W. Wassim
F. J. Flusch	M. Hickey
E. Carter	F. McElwain

Polling Place, Foiles' Garage on South First Street.

Second Ward.

Judges	Clerks.
Arthur F. Hiland	Arthur Anderson
Harry Hall	J. G. Lundberg
Ernest Collin	John Minnehan

Polling Place, Office of Haish Auditorium, 121 North Third Street.

Third Ward.

Judges.	Clerks.
Aug. E. Nelson	Mrs. Elsie Minard
Wm. Ballou	Park VanOrdstrand
Mrs. Rilla Edson	Robert Graham

Polling Place, Finnish Temperance Hall, North Eleventh Street.

Fourth Ward.

Judges.	Clerks.
Geo. Bristow	C. I. Dickerman
L. D. Spicer	Roy Spicer
Geo. Hubbard	James Holderness

Polling Place, Geo. Bristow's Barn on South Seventh Street.

Fifth Ward.

Judges.	Clerks.
B. Howland	E. W. Baldwin
J. H. Jarboe	C. E. Williams
M. Hanrahan	S. D. Arnold

Polling Place, City Hall on South Second Street.

Section 2. The City Clerk of said city is hereby directed to give notice of said election, pursuant to the statute in such case made and provided.

Section 3. The various polling places hereinbefore named, and the Judges for the respective wards, and the Judges and Clerks for the respective wards, for the annual City Primary to be held in and for said City on Tuesday the 10th day of March, A.D. 1914, the same being the second Tuesday in said month.

*hereinbefore named, shall constitute and they are hereby made the polling places for the respective wards.

Section 4. The City Clerk of said city is hereby directed to give notice of said primary, pursuant to the statute in such case made and provided.

Section 5. This ordinance shall take effect and be in force, from and after its passage and approval as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof, this seventh day of February, A.D. 1914.

.....
M a y o r.

E. N. Blackman
.....
City Clerk.

Granting to O. J. Brown, F. N. Rowan, J. P. J. Sorensen and J. E. Johnson, and their assigns, the right to maintain a heating and garbage reducing plant, and to lay, construct, and maintain in the streets, avenues, alleys and public places of the City of DeKalb, a system of tunnels and conduits, and to locate, construct, maintain and operate therein a system of mains, pipes or other conductors for the purpose of supplying artificial heat to the said city and to the inhabitants thereof.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois.

Granting the for maintenan heating and g reducing plan for purpose o supplying art cial heat.

Section 1. Permission and authority are hereby granted to O. J. Brown, F. N. Rowan, J. P. J. Sorensen, and J. E. Johnson and their assigns to construct, maintain, and operate a plant or plants in said city for the purpose of manufacturing and supplying artificial heat and for burning, reducing and destroying garbage; also, to locate construct and maintain along and under any and all streets, avenues, alleys and public places in said city a system of tunnels and conduits to be used in connection with said heating plant; and also the right to construct, operate and maintain in said tunnels and conduits a system of mains, pipes or other conductors, together with all necessary service pipes, appliances and other connections for the purpose of supplying artificial heat to said city and the inhabitants thereof, subject always, however, to the provisions, conditions and restrictions in this ordinance contained, and to any and all ordinances of said city of a general nature and not destructive of or inconsistent with the exercise of the rights and privileges herein granted, and which may be in force in said city during the term covered by the grant in this ordinance contained.

SECTION 2. The permission and authority hereby granted shall extend for the term of thirty (30) years from the date of passage and approval of this ordinance and its acceptance, as hereinafter provided, unless sooner revoked by said city under the provisions of this ordinance.

Section 3. Said grantees and their assigns shall file with the City Clerk of said city their written and unconditional acceptance of this ordinance within ten (10) days after its passage and approval.

SECTION 4. Said grantees or their assigns shall, before commencing any work in the streets, avenues, alleys and public places of said city under this ordinance, file with the City Clerk of the City of DeKalb a bond in the penal sum of ten thousand dollars, ($10,000.00) with sureties to be approved by the mayor, conditioned that said grantees or their assigns shall and will at all times

said city from and against all damages, payments, costs, and expense which may in any way be caused to or recovered against said city arising or in any manner accruing out of the exercise of the rights and privileges herein granted; and conditioned also that upon receipt of written notice from said city of the commencement of all such actions, said grantees or their assigns will appear and thereafter act as defendants in such suits or proceedings, and that when such notice shall have been given by said city, any judgments or decrees obtained in such proceedings shall be conclusive against the principal or principals and surety or sureties on said bond, both as to the amount thereof and the liability thereunder. Whenever, in the judgment of the City Council, such bond shall be insufficient security for the purpose aforesaid, the grantees or their assigns shall within five (5) days, upon written notice by direction of the City Council, supply a new bond in accordance with the foregoing provisions of this ordinance.

SECTION 5. Said grantees or their assigns shall not unnecessarily obstruct any of said streets, avenues, alleys or public places, and said tunnels, conduits, pipes and other appliances and equipment authorized under this ordinance shall be placed in alleys wherever possible and so as to least incommode property holders in said city. All such tunnels, conduits, pipes or other appliances shall be so placed as not to in any manner interfere with any sub-surface appliance or improvement of others or of said city, and any of the same so disturbed, injured or necessarily interferred with by said grantees or their assigns shall be restored and repaired by said grantees or their assigns at their expense.

Section 6. Such tunnels conduits, pipes and other appliances shall be placed in streets or avenues only when impracticable to use such alleys and all such work shall be located and done under the direction and to the satisfaction of the Commissioner of Public Works, or other dully authorized representative of said city, including restoration of any street, avenue, alley or other public places disturbed in the performance of such work.

Section 7. Said grantees or their assigns shall not, in the laying, construction, operation or maintenance of such tunnels, conduits, pipes or other appliances, injure or destroy any shade tree or trees in the park ways of said city.

Section 8. Said grantees or their assigns shall not make any excavation in any street, avenue, alley or public place without first obtaining a permit so to do from the Commissioner of Public Works, or other authorized officer of said city, and depositing with the Treasurer of said city such a sum as the Commissioner of Public Works or other

pany will restore streets, avenues, alleys, park ways, side-walks, and sub-surface improvement or equipment, belonging to the city or others, to a condition equally as good as before, within a reasonable time.

Section 9. If said grantees or their assigns shall fail, refuse or neglect to so restore said streets, avenues, alleys or public places, or such sub-surface improvement or equipment within a reasonable time after notice from the Commissioner of Public Works or other authorized officer of said city so to do, then said city shall cause the same to be done and pay for the same out of the funds so deposited by said company, provided that the replacing of any pavement, disturbed by the grantees or their assigns in the exercise of the rights in this ordinance granted, shall be done by said city under the direction of its Commissioner of Public Works or other authorized officer and the expense thereof deducted from said sum so deposited, but said company shall be required to pay only the reasonable and actual cost of restoring such pavement and shall be liable for any excess cost thereof over the sum so deposited.

In any event when any deposit is made under the provisions of this section and the work intended to be covered by said deposit has been done to the satisfaction of the Commissioner of Public Works or other officer or by him, in case of pavement to be restored, any surplus of such deposit remaining shall be at once returned to said grantees or their assigns.

Section 10. Said grantees or their assigns shall not discharge any hot water or steam into any sewer in said city or in any manhole connected with such sewers.

Section 11. The grantees or their assigns shall not use water from the hydrants of said city without the consent of the Water Commissioner, to be granted by him upon payment of the water rates fixed by ordinance of said city.

Section 12. The grantees or their assigns shall, whenever directed by said city, remove or change at their own expense the location of any tunnel, conduit, service pipe or other appliance which may be in the way of or interfere with the construction or erection of work of the City of DeKalb.

Section 13. Said grantees or their assigns shall only open at any one time so much of any street avenue, alley or public place as may be necessary to enable them to proceed with advantage in laying or placing such tunnels, conduits, mains or other appliances. They shall not open more than five hundred (500) lineal feet in any one location at one time, nor permit the same to remain

open for a longer period than may be necessary to execute the work for which the same shall have been opened.

At any time of opening any such street, avenue, alley or public place and at all times while same shall remain open or be in any wise rendered unsafe for public travel on account of such work, they shall maintain suitable and sufficient barriers at all times and from five o'clock P.M. to seven o'clock A. M. shall provide and maintain a sufficient number of red lights which shall be kept burning said hours, and generally shall observe and take all necessary precautions to prevent injury to the traveling public, as may be directed by the Commissioner of Public Works.

Section 14. Said grantees or their assigns shall furnish to said city and to the inhabitants thereof sufficient and satisfactory heat at all times when it is required by climatic conditions for heating purposes.

Whenever it shall be practicable to supply the owner of any premises, being furnished with heat by the grantees or their assigns, a meter, for measuring the amount of heat furnished upon such premises, said grantees or their assigns shall upon request of such customer and at their expense furnish and equip such premises with a meter and the title to which shall remain in them, for the purposes aforesaid.

Section 15. The grantees and their assigns shall have said heating plant and system of tunnels, conduits, pipes and other appliances ready for operation on or before October 1st, 1916, for supplying necessary artificial heat to not less than one hundred (100) houses.

Section 16. Said grantees or their assigns shall at any time after January 1st, 1917, whenever application is made to them by the owners or occupants of not less than fifty (50) houses within three blocks in any direction from any point on said system of tunnels, conduits, pipes and other appliances, extend its service for supplying heat to such houses on or before the first day of October in any year, when such application shall have been filed with said company on or before the first day of the preceding May; provided, however, that such applications shall be substantially in the following form.

"I hereby apply for and agree to take heating service for my building, (here insert description of premises) for a period of not less than one year in accordance with the provision of your franchise."

Section 17. The conditions, restrictions and provisions in this ordinance contained shall extend to and be binding and obligatory upon the grantees or their assigns and said city and its successors, and for any violation, refusal, or neglect to comply with the conditions and restricitions

in this ordinance provided, the City Council of said city may, after sixty (60) days notice in writing, repeal this ordinance for failure or refusal to comply with and observe the conditions, restrictions and provisions herein contained, and in case of so repealing the same, the permission and authority thereby granted shall be of no further force or effect.

Section 18. Said grantees or their assigns may make and enforce, as a part of the conditions upon which it will supply heat to consumers, such reasonable and necessary rules and regulations, subject to the approval of said city, as may be necessary to the proper management and conduct of such business.

Section 19. No assignment of the rights and privileges granted by this ordinance shall be made or become effective without the consent of said city, upon thirty day's notice of intention to apply for such consent, by the person applying therefore to be published for said period of thirty days in a daily newspaper published in said city, which notice shall specify the person or persons to whom consent is to be asked for the assignment of the rights and privileges by this ordinance granted.

Section 20. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law, and the filing by thegrantees, or their assigns, of their acceptance thereof, as provided in Section 3 of this ordinance.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting on the 14th day of February, 1914, and approved by me this 16th day of February, 1914.

Attest:

.....
M A Y O R.

G.N. Blackman
.....
C I T Y C L E R K.

To the Mayor and City Council,
De Kalb, Illinois.

Gentlemen,

The undersigned hereby accept the franchise ordinance passed by your honorable body on the 14th day of February, A.D. 1914, and approved by the Mayor of said city on the 16th day of February, A.D., 1914, granting to them and their assigns the right to construct and operate in said city a heating and garbage reducing plant, and system of tunnels, conduits, mains and other appliances for the purpose of supplying artificial heat to the citizens of said city, subject to all the terms, provisions and conditions of said ordinance.

Dated this 24th day of February, A.D. 1914.

O.J. Brown

F.N. Rowan

J.P.J. Sorenson

J. E. Johnson

AN ORDINANCE

appointing a Board of Local Improvements for the municipal year ending April 30th, 1915.

rdinance appointing Board f Local Improvements, for year nding April 30th 915.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

Section 1. That Aldermen A. G. Kennedy, S. W. Boardman, and John Ohlsen, be and they are hereby appointed and designated to serve with the Mayor and Public Engineer of said city as its Board of Local Improvements for the fiscal year of said city ending April 30th, 1915.

Passed by the City Council of said city, and approved by me, this 2nd day of May, A.D. 1914.

_____
Mayor.

Attest,

G N Blackman
City Clerk.

AN ORDINANCE

Appropriation ordinance for year ending A 30th, 1915.

making appropriations for corporate purposes of the City of DeKalb for the fiscal year of said city from May 1st, 1914 to April 30th 1915, inclusive.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. The following sums, or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, in the State of Illinois, for the fiscal year of said city from May 1st, 1914, to April 30th, 1915, inclusive:

Salaries		$6000.00
Fire Department		11000.00
Police Department		7500.00
Streets and Alleys		4000.00
Sidewalks		1500.00
Maintenance of Waterworks		10000.00
Extension of Waterworks		3500.00
Sewers and Drains		2500.00
Street Lighting		11000.00
Public Buildings		1700.00
Health Department		2500.00
Parks		8000.00
Incidentals		13000.00
Board of Local Improvements		4500.00
Public Hospital		4000.00
Public Library		2500.00
Bonds and Interest		
Pavement Bonds of 1902, Nos. 9to 16 inc.,	$4000.	
Interest on pavement Bonds of 1902	480.	
Interest on Engine House Bonds of 1903	360.	
Interest on Sewer Bonds of 1905	240.	
Interest on Water Works Extension Bonds of 1910	427.50	
Interest on Waterworks Extension Bonds of 1912	787.50	
	6295.00	
Total		99495,00

All unexpended balances of any items of any general appropriation made by this ordinance may be expended by making up any deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

Section 2. This ordinance shall take effect and be in force from and after ten days after its passage, approval and publication as provided by law.

Passes by the City Council of the City of De Kalb at a regular meeting held June 6th, 1914, and approved by me this 8th day of June, 1914.

_____
M a y o r.

Attest

G. W. Blackman
City Clerk.

Published in The De Kalb Review, June 11th, 1914.

AN ORDINANCE

inance amending
pter 18 of Re-
ed Ordinances.

amending Chapter 18 of the Revised Ordinances of the City of De Kalb, passed and approved February 9th, 1900.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois.

Section 1. That Chapter 18 of the Revised Ordinances of the City of De Kalb, passed and approved February 9th, 1900, shall be and the same is hereby amended so as to read as follows:

"Section 1. The word 'pharmacist,' in both the singular and plural, as used in this ordinance, shall include only persons who are registered pharmacists under the laws of the state of Illinois, engaged in the business of selling and compounding drugs and being owners of what is commonly known as a stock of general drugs and engaged in keeping what is commonly called a drug store, in which is employed, provided or engaged according to law a registered pharmacist.

Section 2. Pharmacists desiring to sell, give away or deal in alcohol only, for medicinal, chemical and mechanical purposes, shall file with the City Clerk an application for a permit for such purpose, giving the full name of the applicant, and the location of each place of business conducted by him or them for which such a permit is desired.

Section 3. Upon the filing of such application, and execution by the applicant or applicants of a bond in the penal sum of Five Hundred Dollars, payable to the City of De Kalb, with surety or sureties to be approved by the City Council, conditioned for the faithful observance by the applicant or applicants of the ordinances of said city which may be in force during the term of such permit, and the payment to the City Clerk of a fee of Two Dollars for such permit for the use of said city, the city council may grant to the applicant the permit mentioned in Section 2 of this ordinance, to be signed by the Mayor and countersigned by the City Clerk under the corporate seal of said city.

Section 4. The holder of such permit shall immediately post or cause the same to be posted and remain in a conspicuous part of the store room for which the same issued during the time the same remains in force. Each day or part of a day' failure to comply with the provisions of this section shall be deemed a separate offense.

Section 5. No holder of such a permit shall permit any alcohol sold by him thereunder to be drunk or used upon his premises, or sell or give away such alcohol, except upon the prescription of a legally licensed and practicing physician of said city. No such prescription shall be re-filled, and all such prescriptions shall be filed before or at the time of the delivery of alcohol sold thereunder to the person to whom such prescription is issued, and kept until delivered to the City Clerk as hereinafter provided, in a conspicuous place near the register of sales hereinafter mentioned and open to public inspection.

Section 6. The holder of each such permit shall keep and maintain in a conspicuous location in his place of business, open and accessible to public inspection, a register of all sales made by him thereunder in accordance with the provisions of Section 18 of an act of the General Assembly of the State of Illinois entitled, "An Act to provide for the creation by popular vote of anti-saloon territory, within which the sale of intoxicating liquor and the licensing of such sale shall be prohibited, and for the abolition by like means of territory so created, "approved May 16, 1907 and in force July 1st, 1907, and shall include in said register a record with each sale of the name of the physician issuing the prescription therefor, which prescriptions shall be consecutively numbered, and which record shall be kept on consecutive duplicate pages by means of a carbon impression paper placed under the original, and shall be made in the presence of the purchaser or donee and before delivery of such alcohol.

Section 7. The holder of each permit shall file with the City Clerk on or before four o'clock of each Monday during the term thereof, the duplicate aforesaid of the record of all sales or gifts made by him thereunder, to and including twelve o'clock noon of said day and not previously filed, with the prescriptions upon which such sales or gifts were made, accompanied by his affidavit that the same is a complete duplicate record of all sales made by him during such time under such permit.

Such duplicates and accompanying affidavits and prescriptions shall be kept on file by the City Clerk open and subject to inspection as a record of his office.

The Mayor or City Clerk are authorized to administer the oath to any such affidavit, but shall make no charge for so doing.

Section 8. No holder of such permit shall make more than one sale or gift to the same person within a period of twenty-four hours, or sell any such alcohol in quantities of more than one gallon.

Section 9. The holder of such permit shall keep the entire stock of alcohol kept by him for sale in his business on the first floor of the store room in which his store is conducted and in one place set apart therefor.

Section 10. The keeping by the holder of any such permit of alcohol in his place of business contrary to the provisions of this ordinance, or the keeping by him in his place of business of any other spirituous, vinous, fermented, ardent, alcoholic, malt or other intoxicating liquor, is hereby declared to be a violation of this ordinance and a nusiance, and the Mayor or any person authorized by the City Council is hereby authorized to summarily abate such nuisance by seizing such liquor or alcohol and confiscating and destroying the same, or to cause such nuisance to be abated in such other manner as the Mayor or City Council may direct, at the expense of the person permitting or maintaining such nuisance.

Section 11. All such permits shall expire on the 30th day of April succeeding their issuance, and may be revoked by the City Council at any time during the term thereof, in its discretion, and shall contain a recital to that effect.

Section 12. Any person violating any or either of the provisions of this ordinance, or making any false statement in any record or affidavit herein referred to, or refusing to permit inspection of such record or prescriptions, or of his premises, during the time the same are open for business, shall be fined not less than Twenty-five Dollars nor more than Two Hundred Dollars for each offense upon conviction thereof. Each sale or gift in violation of the provisions of this ordinance shall be deemed a separate offense, and the Mayor shall at once revoke the permit of any pharmacist upon conviction for a violation of this ordinance.

Section 13. All ordinances and parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage, approval and publication as provided by law."

Passed by the City Council of said city at a regular meeting held June 6th, 1914, and approved by me this 8th day of June, A.D., 1914.

_____
Mayor.

Attest,
G N Blackman
City Clerk.

Published in The De Kalb Review, June 11th, 1914.

AN ORDINANCE

PROVIDING FOR THE PURCHASE OF REAL ESTATE FOR THE CITY OF DE KALB.

'dinance provid-
ıg for purchase
real estate.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the recommendation of the Committee on Buildings & Grounds and the Mayor presented to the regular meeting of the city council of said city on June 6th, 1914, for the purchase of the real estate and upon the terms hereinafter mentioned be approved and concurred in, and said real estate purchased by said city as therin recommended.

Section 2. That the Mayor and City Clerk are hereby authorized and directed to enter into contract or articles of agreement in appropriate form, for warranty deed upon the completion of the payments mentioned, on behalf of said City of De Kalb, as follows:

With Laura W. Salisbury for Lots Six (6), Seven (7), Eight (8), Nine (9) and Ten (10), in Block Forty-four (44) in Jones' Addition, in the original village (now city) of De Kalb, in said county, upon the following terms, Five Hundred Dollars cash ($500.00), Five Hundred Dollars ($500.00) payable August 1st, 1915, Fifteen Hundred Dollars ($1500.00) payable August 1st, 1916, and Fifteen Hundred Dollars ($1500.00) payable August 1st, 1917, with interest on deferred payments from August 1st, 1914, at the rate of six per cent per annum, payable annually, subject, however, to the unpaid installments of special assessment No. 37 of said city for a sewer system and sewerage purification works;

With Bradt & Shipman for Lots One (1), Two (2) and Three (3), Fourteen (14), Fifteen (15) and Sixteen (16) of Block Two (2) of Bradt & Shipman's Addition in said city, upon the following terms: Five Hundred Dollars ($500.00) cash, Five Hundred Dollars ($500.00) payable August 1st, 1915, One Thousand Dollars payable August 1st, 1916, and One Thousand Dollars payable August 1st, 1917, with interest on deferred payments at the rate of five per cent per annum payable annually;

Section 3. There is hereby ordered appropriated and provided for in the current appropriation and tax levy ordinances of said city for its municipal and fiscal years ending April 30th, 1916, 1917 and 1918, and hereby levied for each of said years on all the taxable property in said city, subject to its municipal tax, and to be collected therewith in each of said years, the following sums;

For the year ending April 30th, 1916, One Thousand Dollars ($1000.00) principal and Three Hundred Thirty-five Dollars ($335.00) interest;

For the year ending April 30th, 1917, Twenty-five Hundred Dollars ($2500.00) principal and Two Hundred Eighty Dollars ($280.00) interest;

For the year ending April 30th, 1918, Twenty-five Hundred Dollars ($2500.00) principal and One Hundred Forty Dollars ($140.00) interest;

Passed by the City Council of said city at an adjourned regular meeting thereof July 10th, 1914, and approved by me, this 11th day of July, A.D. 1914.

_____
Mayor.

Attest

G. R. Blackman
City Clerk.

Published in The De Kalb Review July 16th, 1914.

AN ORDINANCE CONCERNING INTOXICATING LIQUOR.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

Intoxicating Li
Quor Ordinance

Section 1. Whoever shall by himself or another, either as principal, clerk or servant, directly or indirectly, sell, keep for sale, barter or exchange, give away or in any manner dispose of, or take an order or make an agreement for the sale or delivery of any intoxicating liquor, or spirituous, vinous, malt or fermented liquor, or any mixture of said liquors or either of them, or any drinks which contain any spirituous, vinous, malt or fermented liquor in any quantity whatever, within the corporate limits of the city of De Kalb, as the same now are or hereafter may be established, shall be fined not less than Twenty-five Dollars nor more than Two Hundred Dollars for each and every offense.

Section 2. Whoever shall, within said corporate limits, directly or indirectly, as principal, clerk or servant, keep or maintain by himself or by associating or combining with another or others, or in any manner aid, assist or abet in keeping or maintaining any club room or other place in which any intoxicating liquor, or spirituous, vinous, malt or fermented liquor in any quantity whatever, is received or kept for the purpose of use, gift, barter, exchange or sale as a beverage, or for distribution or division among the members of any club or association by any means whatever, and whoever shall use, barter, exchange, sell or give away or assist or abet another or others in bartering, exchanging, selling or giving away any intoxicating liquor, or spirituous, vinous, malt or fermented liquor, or any mixture of said liquors or either of them, or any drinks which contain any spirituous, vinous, malt or fermented liquor in any quantity whatsoever so received or kept, shall upon conviction thereof be fined not less than Twenty-five Dollars nor more than Two Hundred Dollars for each and every offense.

Section 3. All places within said corporate limits where orders are taken or agreements made for the sale or delivery of any intoxicating liquor, or spirituous, vinous, malt or fermented liquor, or any mixture of said liquors or either of them, or any drinks which contain any spirituous, vinous, malt or fermented liquor in any quantity whatever, or where any of said liquors are sold, given away, bartered, exchanged or in any manner disposed of, or kept for sale, or received or kept for the purpose of use or distribution or division among the members of any club or association by any means whatever, contrary to the provisions of this ordinance, shall be taken and held and are hereby declared to be common nuisances and may be abated as such.

Whoever shall keep, conduct or manage any such place, as principal, clerk, servant or otherwise, either directly or indirectly, shall upon conviction thereof be fined not less than Fifty Dollars nor more than Two Hundred Dollars for each offense. And

it shall be a part of the judgment upon the conviction of any person for a violation of the provisions of this section, that the place so kept shall be shut up and abated by the City Marshal until such person shall give bond, with sufficient security to be approved by the court, in the penal sum of One Thousand Dollars, payable to said city, conditioned that he will not violate or permit the violation of this ordinance at such place.

Whenever the keeper or person conducting, managing or operating any such place shall neglect to abate any such nuisance instanter, after being notified by the City Marshal or Mayor so to do, it shall be the duty of the City Marshal to summarily close up such place and abate such nuisance.

Section 4. It shall be unlawful for persons to congregate in any street, alley, public place, yard, barn, shed or other building or premises, and drink, or for the purpose of drinking, intoxicating or spirituous, vinous, malt or fermented liquors, or drinks containing any such liquors or either of them, in any quantity whatever.

Any person violating any of the provisions of this section shall upon conviction thereof be fined not less than Five Dollars nor more than Two Hundred Dollars for each offense.

Section 5. Whoever by himself or agent knowingly permits any building or premises or any part thereof, within said corporate limits, owned or leased by him or under his control, to be used within which or in any part thereof to keep or maintain any club room or other place in which intoxicating liquors or spirituous, vinous, malt or fermented liquors, or drinks which contain any or either of said liquors in any quantity whatever, is received or kept for the purpose of use, gift, barter, sale or exchange as a beverage or for distribution or division among the members of any club or association by any means whatsoever, or to be used within which to sell, give away or take orders for the sale or delivery of any intoxicating liquor, or any spirituous, vinous, malt or fermented liquors, or any drinks which contain such liquors or either of them in any quantity whatever, or after being notified of any such use, omits to take all necessary legal measures to eject therefrom the person or persons so using the same, shall be deemed guilty of suffering a nuisance to exist, and upon conviction thereof shall be fined not less than Fifty Dollars nor more than Two Hundred Dollars for each and every day or fraction thereof that he shall in violation of the provisions of this section permit any such building or premises or part thereof to be so used.

Section 6. Whoever shall, by himself or another, directly or indirectly, within said corporate limits, display or post or cause, suffer or allow or permit to be or remain displayed or posted in, or on or about any building or premises occupied by him

any sign or other advertisement, indicating that intoxicating liquor, or spirituous, vinous, malt or fermented liquor, or drink containing any or either of said liquors, or any so called temperance drinks containing said liquors or either of them, in any quantity whatever, are kept or dealt in at such building or premises, or shall suffer any sign or advertisement of any wholesale or retail liquor dealer to be displayed or posted or remain displayed or posted in, on or about any building or premises occupied, owned or leased by him or under his control, shall be deemed guilty of suffering a nuisance to exist, and upon conviction thereof, shall be fined not less than Twenty-five Dollars nor more than Two Hundred Dollars for each day or part thereof he shall display or post or suffer or permit any such sign to be displayed or posted.

Section 7. Whoever shall, within said corporate limits, in connection with the transportation or conveyance of any spirituous, vinous, malt, fermented or intoxicating liquor, by himself or another, either as principal, clerk, servant or otherwise, in any manner deliver or cause to be delivered any of said liquors to any minor, or to any intoxicated person or person who is in the habit of becoming intoxicated, or to any person under a fictitious name, or to any person other than the person to whom it has been consigned, unless upon the written order in each instance of the bona fide consignee, or deliver to any person whomsoever any of said liquors without first having entered in a well bound book which he shall provide for that purpose and for that purpose only, the date of reception by him of each vessel or package of liquor received, the true name and address of the consignor, the date of delivery by him, and the true name of the person to whom and the place where such liquor is delivered, or fail or neglect to procure a receipt for the same in said book from the person to whom it is delivered, or keep such book open to the full and free inspection of all public officers and their deputies at all times during business hours, or shall deliver any of such liquors to any person upon Sunday, or between the hours of sunset and sunrise, or shall erase or remove the name of any consignor or consignee from any package of said liquor, shall upon conviction thereof be fined not less than Twenty-five Dollars nor more than Two Hundred Dollars for each offense.

Section 8. The provisions of this ordinance shall not apply to any druggist or pharmacist selling alcohol for medicinal, chemical or mechanical purposes only upon the prescription of a practicing physician as provided by ordinance of said city passed upon the 6th day of June, A.D. 1914.

Section 9. Whoever within said corporate limits attempts to violate any or either of the provisions of this ordinance and does any act in pursuance of such attempt, but fails or is intercepted or prevented in its execution, shall upon conviction thereof be fined not less than Twenty-five Dollars nor more than Two Hundred Dollars for each offense.

Section 10. The giving away or delivering of any intoxicating liquor for the purpose of evading any of the provisions of this ordinance, or any other shift or device to evade any of the provisions of this ordinance, shall constitute a violation of this ordinance, and any person convicted thereof, where no other specific fine or penalty is provided, shall be fined not less than Fifty Dollars nor more than Two Hundred Dollars for each such offense.

Section 11. The phrase "intoxicating liquors" as used in this ordinance shall include all distilled, spirituous, vinous, or fermented mixed and malt liquors.

Section 12. Wherever no specific penalties are provided in this ordinance for violation of the provisions hereof, any person upon conviction of any such violation shall be fined not less than Twenty-five Dollars nor more than Two Hundred Dollars for each offense.

Section 13. The invalidity of any portion of this ordinance shall not affect the validity of any portion thereof which can be given effect without such invalid part.

Section 14. All ordinances now existing relative to the sale of intoxicating liquors, except said ordinance passed upon the 6th day of June, A.D. 1914, relative to the sale of alcohol by druggists or pharmacists upon the prescription of a practicing physician for medicinal, mechanical or chemical purposes, are hereby suspended and held inoperative during the time this ordinance remains in force and effect.

Section 15. This ordinance shall take effect and be in force from and after ten days after its passage, approval and publication as provided by law, and shall be and remain in full force and effect so long as and whenever the town of De Kalb in said county or said city of De Kalb shall be anti saloon territory as provided in an act of the General Assembly of the State of Illinois, entitled, " An Act to provide for the creation by popular vote of anti saloon territory within which the sale of intoxicating liquor and the licensing of such sale shall be prohibited, and for the abolition by like means of territory so created," approved May 16th, 1907, in force July 1st, 1907, and otherwise shall stand and remain suspended and inoperative.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting thereof upon the 10th day of July A.D. 1914, and approved by me, this 30th day of July, A.D. 1914

_____
M a y o r.

Attest,

G R Blackman
City Clerk.

Published in the DeKalb Review August 6th, 1914.

AN ORDINANCE

FOR THE LEVY AND ASSESSMENT OF TAXES FOR CORPORATE PURPOSES OF THE CITY OF DE KALB FOR THE FISCAL YEAR OF SAID CITY ENDING ON THE 30th DAY OF APRIL A.D. 1915.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois;

Tax Levy Ordinance for ending Apr 30th, 191

Section 1. The sum of Thirty-six Thousand Seven Hundred Ninety-five Dollars ($36,795.00), the same being that part of the total appropriation made heretofore for corporate purposes of the city of De Kalb, in the county of De Kalb in the state of Illinois, to be collected from the tax levy for the current and fiscal year of said city, shall be and the same is hereby levied and assessed upon all the real and personal property in said city subject to its municipal tax, as the same is levied for state and county taxes for the current and fiscal year, said tax so levied and assessed being for the current and fiscal ~~year of said current and fiscal~~ year of said city, and the appropriations for said current and fiscal year of said city, the total amount of which has been ascertained by an ordinance passed by the City Council of said city upon the 6th day of June, 1914, approved by the Mayor of said city upon the 8th day June, 1914, and published in the De Kalb Review, a weekly newspaper of general circulation printed, published and circulated in said city, county and state for at least six months preceding the date of publication of said ordinance therein, on the 11th day of June, A.D. 1914, the amount of said appropriations being as follows:

Salaries,	$6000.00
Fire Department	11000.00
Police Department	7500.00
Streets and Alleys	4000.00
Sidewalks	1500.00
Maintenance of Waterworks	10000.00
Extension of Waterworks	3500.00
Sewers and Drains	2500.00
Street Lighting	11000.00
Public Buildings	1700.00
Health Department	2500.00
Parks	8000.00
Incidentals	13000.00
Board of Local Improvements	4500.00
	$86700.00
Public Hospital	4000.00
Public Library	2500.00
Bonds and Interest.	
Pavement Bonds of 1902, Nos. 9 to 16,inc.	4000.00
Interest on Pavement Bonds of 1902	480.00
Interest on Engine House Bonds of 1903	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Water Works Extension Bds, 1910,	427.50
Interest on Waterworks Extension Bds, 1912,	787.50
Total appropriation,	$99495.00

The remaining amount of said appropriations shall be filled and raised from moneys on hand not otherwise appropriated and from other sources of revenue of said city, the said sum so levied and assessed as aforesaid being divided between said items of said appropriations, as follows:

Salaries	$4000.00
Fire Department	4000.00
Police Department	3000.00
Streets and Alleys	1000.00
Sidewalks	500.00
Maintenance of Waterworks	1000.00
Extension of Waterworks	1500.00
Sewers and Drains	1200.00
Street Lighting	4000.00
Public Buildings	500.00
Health Department	500.00
Parks	400.00
Incidentals	1400.00
Board of Local Improvements	1000.00
	$24000.00
Public Hospital	4000.00
Public Library	2500.00
Pavement Bonds of 1902, Nos. 9 to 16,inc.,	4000.00
Interest on Pavement Bonds of 1902,	480.00
Interest on Engine House Bonds of 1903,	360.00
Interest on Sewer Bonds of 1905	240.00
Interest on Waterworks Extension Bonds of 1910.,	427.50
Interest on Waterworks Extension Bds. 1912,	787.50
Total,	$36795.00

Section 2. The City Clerk of said city is hereby directed to file with the County Clerk of De Kalb County, Illinois, on or before the third Tuesday of September, A.D. 1914, a copy of this ordinance duly certified by him under the corporate seal of said city, as required by law.

Passed by the City Council of said city at a regular meeting thereof upon the 1st day of August, 1914, and approved by me this 3rd day of August, 1914.

_____
M a y o r.

Attest,

C. R. Blackman
City Clerk.

To the City Council of the City of De Kalb, Illinois, I return herewith an ordinance entitled, "An Ordinance relative to the Office of Purchasing Agent of the City of DeKalb; without my approval for the reason that it is a makeshift and delegates power belonging to the City Council to another officer.

All the authority that this ordinance attempts to convey can be given the City Clerk by the Council Committees in their discretion.

I veto the above named Ordinance for the reason stated above.

M. J. Henaughan,
Mayor.

AN ORDINANCE

RELATIVE TO THE OFFICE OF PURCHASING AGENT OF THE CITY OF DE KALB.

Purchasing Agent Ordin

BE IT ORDAINED by the City Council of the City of DeKalb, in the county of De Kalb in the State of Illinois;

Section 1. The City Clerk of the City of De Kalb shall be and he is hereby appointed and designated as Deputy Purchasing Agent of said city, and whenever there shall be a vacancy in the office of Purchasing Agent, as provided for in Section 16 of Chapter 51 on Public Works of the Revised Ordinance of said city, passed on the 4th day of April, A.D.1913, or whenever there shall be no legally appointed Commissioner of Public Works of said city, as provided for in said ordinance, and whose appointment has been approved and consented to by the City Council of said city as provided by law, it shall be the duty of the City Clerk of said city to perform and discharge the duties of Purchasing Agent of the City of De Kalb as provided in said ordinance.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb on the _____ day of _____, A.D.1914, and approved by me, this _____ day of _____, A.D. 1914.

.....
M a y o r.

Attest,

.....
City Clerk.

Returned by Mayor Henaughan with his veto attached, at a regular meeting of the city council held August 1st 1914, and reconsidered by the council, and passed over the Mayor's veto by a vote of nine for and one against the ordinance.

G. N. Blackman
City Clerk.

Dated August 3rd, 1914.

providing for the annual city election of April, A.D.1915, and for the annual city primary of March, A.D.1915, in and for the city of De Kalb.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

That at the annual city election to be held in and for said city, upon April 20th, 1915, being the third Tuesday of said month, there shall be elected a Mayor, City Clerk, City Treasurer and City Attorney, and one alderman for each of the five wards of said city.

The various polling places for said election, and the judges and clerks of said election, shall be as follows:

First Ward.

Judges	Clerks.
F. J. Flusch	M.W. Hickey
Ernest Carter	H.C. Hanway
Charles Camp	Wm. Kaesser

Polling Place, Foiles Garage, on South First Street.

Second Ward.

Judges.	Clerks.
Adolph Blomquist	Guy Grimes
Ernest Collin	John Minnehan
Geo. D. Bassett	John G. Lundberg

Polling Place, Haish Auditorium, North Third Street.

Third Ward.

Judges.	Clerks.
Park Vanordstrand	Geo. Hallaron
Gus Johnson	Mrs. Elsie Minard
Rilla Edson	David Redmond.

Polling Place, Finnish Hall, North Eleventh Street.

Fourth Ward.

Judges.	Clerks.
G. E. Bristow	C. I. Dickerman
John Cheetham	James Holderness
George Hubbard	Roy Spicer.

Polling Place, Bristow Barn, on South Seventh Street.

Fifth Ward.

Judges.	Clerks.
J. H. Jarboe	S. D. Arnold
M.Hanrahan	Wm. Ballou
Byron Howland	Arthur Anderson

Polling Place, City Hall, on South Second Street.

Section 2. The various polling places, and the judges and clerks hereinbefore named, shall constitute and they are hereby made the polling places and the judges and clerks for the respective wards, for the annual city primary election to be held in and for said city on the 9th day of March, A.D. 1915, the same being the second Tuesday of said month.

Section 3. The City Clerk is hereby directed to give notice of each of said elections, pursuant to the provisions of the statute in such case made and provided.

Section 4. This ordinance shall be in force and effect from and after its passage and approval, as provided by law.

Passed by the City Council of said city and approved by me, this 2nd day of February, A.D.1915.

_____
Mayor.

Attest, G. M. Blackman
City Clerk.

fixing the salary and compensation of certain officers of the City of De Kalb for the term ending April 30, 1917.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of DeKalb in the State of Illinois:

Section 1. The salaries of the elective officers of the city of De Kalb hereinafter mentioned, for the term ending April 30th, A.D. 1917, shall be and the same are hereby fixed as follows:

Mayor, the sum of Five Hundred Dollars per annum;

City Clerk, the sum of Twelve Hundred Dollars per annum;

City Treasurer, the sum of Two Hundred Fifty Dollars per annum;

City Attorney, the sum of Nine Hundred Dollars per annum, in full compensation for all services rendered by him, except in special assessment or special taxation proceedings (other than for construction of sidewalks), and services rendered by him in and about contested cases in courts of record (other than for violations of city ordinances or recovery of special taxes for construction of sidewalks).

He shall be paid for services rendered by him in such special assessment or special taxation proceedings, and for contested cases in courts of record, in addition to travelling and other expenses necessarily incurred by him in connection therewith, the following compensation:

For time spent in his office or elsewhere in said city, at the rate of Ten Dollars per day;

For time spent by him away from his office and out of said city, except in trial of cases in courts of record, at the rate of Fifteen Dollars per day;

For time spent by him in the trial of contested cases in courts of record, at the rate of Twenty Dollars per day;

Provided, that in special assessment or special taxation proceedings, in which the estimate for the improvement includes an item for the lawful expense of making said improvement and collection of such special assessment or special tax, as a part for services rendered by him in connection therewith from such special assessment or special tax and not from the general funds of said city, except in proceedings for collection of delinquent special assessments or taxes (other than for sidewalks), for services in connection with which he shall be paid from the general funds;

He shall keep an accurate record of time spent by him upon services to be paid for upon such per diem basis, and of his expenses in connection therewith, which record he shall exhibit at any time, upon request, to the Mayor or City Council or any committee or member thereof.

Section 2. This ordinance shall take effect and be in force from and after May 1st, 1915.

Passed by the City Council of said city at a regular meeting thereof upon the 2nd day of February, A.D. 1915, and approved by me this 10th day of February, A.D.1915.

.....
Mayor.

Attest
G R Blackman
.....
City Clerk.

PROVIDING FOR JUDGES AND CLERKS OF ELECTION AND POLLING PLACES FOR A PRIMARY AND ELECTION FOR JUDGE AND CLERK OF THE CITY COURT OF DE KALB.

BE IT ORDAINED BY the City Council of the City of DeKalb, in DeKalb, Count, Illinois:

tion Ord.
Judge and
k of City
t.

Section 1. That the primary for the nomination of candidates for Judge and Clerk of the City Court of DeKalb shall be held upon the first Tuesday of May, A.D. 1915, the same being three weeks prior to the fourth Tuesday of said month, which is the date fixed and provided by law for election of such Judge and Clerk, and the election for such Judge and Clerk shall be held upon the fourth Tuesday of said month (the first Tuesday being the 4th and the fourth Tuesday being the 25th day of said month), at the polling places hereinafter named, and with the following named persons, who are hereby appointed as, judges and clerks of said elections:

FIRST WARD.
Foiles Garage on South First Street.

Judges	Clerks.
F. J. Flusch,	M. W. Hickey,
E. Carter,	H. G. Hanway,
Chas. Camp,	Wm. Kaesser,

SECOND WARD.
Haish Auditorium Office on North Third Street.

Judges	Clerks
Harry Hall,	Ben Davy,
Ernst Collin,	John Lundberg,
Geo. M. Bassett,	John Minnihan,

THIRD WARD.
Finnish Hall on North Eleventh St.

Judges	Clerks
Park Vannordstrand,	George Hallaron,
Gus Johnson,	Mrs. Elsie Minard,
Mrs. Rilla Edson,	David Redmond,

FOURTH WARD.
Bristow Barn on South Seventh Street.

Judges	Clerks
G. E. Britow,	C. I. Dickerman,
John Cheetham,	James Holderness,
George Hubbard,	Roy Spicer,

FIFTH WARD.
City Hall on South Second Street.

Judges.	Clerks.
J. H. Jarboe,	S. D. Arnold,
M. Hanrahan,	E. W. Baldwin,
Byron Howland,	Arthur Anderson,

Passed by the City Council at a regular meeting held April 6th, 1915, and approved by me, this 7th day of April, A.D. 1915.

_____
M a y o r.

Attest, G. W. Blackman
City Clerk.

AN ORDINANCE

Board of Local Improvements for municipal year ending April 30th, 1916.

appointing a Board of Local Improvements for the municipal year ending April 30th, A.D. 1916.

Be it ordained by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

Section 1. That Aldermen Kennedy, Taylor and Boardman, be and they are hereby designated and appointed, as provided by law, as members of the Board of Local Improvements, together with the Mayor and Public Engineer, of said city, for the municipal year ending April 30th, A. D. 1916.

Passed by the City Council of the City of De Kalb at a regular meeting held May 4th, A.D. 1915, and approved by me, this 4th day of May, A.D. 1915.

P. M. Joslin
Mayor.

Attest,
G. N. Blackman
City Clerk.

AN ORDINANCE

Amdmt. increasi S & D Layer's I Fee to $25.00

amending Section 3 of Chapter 54 of the Revised Ordinances of DeKalb, passed April 14th, 1914.

Be it ordained by the City Council of the City of DeKalb, in DeKalb County, Illinois:

Section 1. That Section 3 of Chapter 54 of the Revised Ordinances of DeKalb, passed April 14th, 1914, be and the same is hereby amended so as to read as follows:

"560. Fee. Par. 3. Every applicant for such license shall pay to the City Collector for the use of said City a fee of Twenty-five Dollars for the same for any year or any part thereof."

Section 2. This ordinance shall be in force from and after its passage and approval as provided by law.

Passed by the City Council of said city at a regular meeting held May 4th, 1915, and approved by me this 5th day of May, 1915.

P. M. Joslin
Mayor.

Attest:
G. N. Blackman
City Clerk.

AN ORDINANCE

Amending the Gas Franchise Ordinance of October 13, 1900.

s Franchise
linance of
.13,1900.

WHEREAS, the City Council of the City of DEKALB has upon investigation ascertained and found that the owners of more than one half the frontage of the property abutting upon the part of the street named below have signed a petition for the amendment of the ordinance hereinafter mentioned so as to include in the streets, avenues, alleys and public places therein named the part of the street named below, and has also found upon investigation that said portion of said street is less than one mile in extent.

THEREFOR, BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1:- That Section One of an Ordinance entitled, "An Ordinance granting to Clinton E. Jackson and his assigns, the right to construct, maintain and operate in the streets, alleys and public grounds of the City of DeKalb therein named, a system of pipes and conductors for the distribution and supply of gas for fuel and illuminating purposes and other proper uses of same," passed by the City Council and approved by the Mayor of said City on the 13th day of October, A.D., 1900, be and is hereby amended by inserting at the end of the list of street and alleys therein mentioned, the following:

East Lincoln Highway from Evans Avenue east to the east Corporate Limits;

Section 2:- This ordinance shall take effect and be in force from and after its passage and approval as required by law.

Passed by the City Council of said City and approved by the Mayor of said City, this 27th day of May, A.D., 1915.

P. M. Joslin
Mayor.

Attest E. N. Blackman
City Clerk.

AN ORDINANCE

making appropriations for corporate purposes of the City of De Kalb for the fiscal year of said city from May 1st, 1915 to April 30th, 1916, inclusive.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Appropriation Ordinance for cal year, May 1 1915 to Apr. 30 1916.

SECTION 1. The following sums, or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, in the State of Illinois, for the fiscal year of said city beginning May 1st, 1915, and ending April 30th, 1916, inclusive:

Salaries	$6000.00
Fire Department	10000.00
Police Department	7000.00
Streets and Alleys	4000.00
Sidewalks	1000.00
Maintenance of Waterworks	10000.00
Extension of Waterworks	2000.00
Sewers and Drains	2500.00
Street Lighting	11000.00
Public Buildings & Grounds	2500.00
Health Department	2500.00
Parks	2000.00
Incidentals	10000.00
Board of Local Improvements	4500.00
Public Hospital	4000.00
Public Library	2500.00
Garbage Disposal	4000.00

Bonds and Interest.

Pavement Bonds of 1902, Nos. 17 to 24 inclusive,	$4000.00	
Interest on Pavement Bonds, of 1902,	400.00	
Interest on Engine House Bonds of 1903	360.00	
Interest on Sewer Bonds, 1905	240.00	
Interest on Waterworks Extension Bonds of 1910	427.50	
Interest on Waterworks Extension Bonds of 1912	787.50	6215.00
Total		$91,715.00

All unexpended balances of any items of any general appropriation of this ordinance may be expended by making up any deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

SECTION 2. This ordinance shall take effect and be in force from and after ten days from its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held June, 1915, and approved by me this 1st day of June, A.D. 1915.

P. N. Joslin
Mayor.

Attest,
G. F. Blackman
City Clerk.

AN ORDINANCE

licensing and regulating second hand and junk stores, yards and dealers.

nse Ordinance second hand & dealers.

BE IT ORDAINED BY the City Council of the City of DeKalb, in the county of De Kalb and state of Illinois:

LICENSE REQUIRED. Sec. 1. No person, unless duly licensed under the provisions of this ordinance, or an employee of the holder of such a license, shall keep, conduct or carry on a second hand store or junk yard, or the business of a dealer in junk or keeper of a second hand store, or gather, collect or purchase junk or second hand articles, within the corporate limits of the City of De Kalb.

APPLICATION. Sec. 2. Application for such license shall be made to the City Clerk, and shall state the name or names of the person or persons desiring the same, the period of time for which license is desired, the particular business for which such license is desired, the place where the same (if a place of business) is to be carried on, and if for a junk store or yard, or for buying, gathering or collecting junk, the number of wagons or other vehicles to be used by the licensee or licensees.

BOND. Sec. 3. Before any such license is issued, the person or persons applying therefor shall file with the City Clerk a bond in the penal sum of Five Hundred Dollars, with surety or sureties to be approved by the Mayor, payable to said city, and conditioned for the faithful observance by the licensee or licensees of the ordinances of said city relative to such business, and the payment of all fines imposed upon the licensee or licensees for violations thereof.

FEES. Sec. 4. The fees for license issued under the provisions of this ordinance shall be as follows:

For each second hand store or dealer, Twenty-five Dollars:
For each junk store or yard, Fifty Dollars;
For each junk buyer or dealer (not operating or carrying on a junk store or yard in said city), Fifty Dollars;

The fee above provided shall entitle the holder of a license for a junk store or yard, or junk buyer or dealer to use and operate in said city one wagon or other vehicle in connection with the carrying on of such junk store or yard, or in buying, collecting or gathering junk;

For each additional wagon or other vehicle used in connection with the operation of a junk store or yard, or in gathering, buying or collecting junk under such license, the holder thereof shall pay a further fee of Twenty-five Dollars.

And whenever, subsequent to the issuance of any license for a junk store or yard, or the buying, gathering or collecting of junk, and during the term of such license, the holder shall desire to use in connection therewith any wagon or wagons in addition to the number thereof specified in his application for such license, he or they shall report the same to the City Clerk, and pay to the City Clerk for

use thereof, before using the same in connection with such business.

LICENSE * CONDITIONS - TERM. Sec. 5. Upon filing of application and payment of the required fee to the City Collector for the use of said city, and furnishing of a proper bond, as above provided, the Mayor shall, if he deems the applicant or applicants suitable and proper person or persons, issue the desired license, which shall be countersigned by the City Clerk under the corporate seal of said city.

Each such license shall express the amount of the fee paid, the time for which it is granted, the particular business licensed, and if for a place of business, where the same is to be carried on, and if for a junk store or yard, or for the buying, gathering or collecting of junk, the number of wagons the licensee is entitled to use thereunder, and that the same is subject to the provisions of the ordinances of said city relative to such business in force during the term thereof.

Each such license shall expire with the close of the fiscal year of said city during which it is issued, and no such license shall be issued except upon payment of the full amount of the license fee above provided.

LICENSE TRANSFERRABLE. Sec. 6. No such license shall be transferred, except by consent of the City Council, nor shall any licensee conduct or carry on any such business except that specified in such license.

CHANGE OF LOCATION. Sec. 7. The Mayor is authorized in his discretion to grant permission to any such licensee or licensees to change the location of any place of business licensed under the provisions of this ordinance, by endorsing on such license his consent thereto and specifying the new location of such business.

LICENSE EXHIBITED. Sec. 8. Each such license for the keeping of a second hand store or junk store or yard shall be kept conspicuously posted in such place of business by the holder or holders thereof.

RECORD TO BE KEPT. Sec. 9. The holder or holders of each such license for a second hand store, or junk store or yard, shall provide and keep in a well bound book, in the English language, a complete record of all purchases, including (wherever practicable) a description of each article purchased, the time, including the day and hour when, and name and street address of the person from whom purchased.

Said record and the place of business of every such licensee shall at all reasonable times be open to the inspection of the Mayor, Aldermen or members of the police department of said city.

HOURS FOR BUSINESS. Sec. 10. No such licensee shall purchase any junk or second hand articles, or gather or collect junk, or keep the licensed place of business open on Sundays, or

o'clock P.M. of any week day.

PURCHASE FROM MINORS OR CRIMINALS. Sec. 11. No such licensee shall purchase any junk or second hand articles from any minor without the written consent of the parent or guardian of such minor, to be retained by such licensee in his place of business, nor from any person convicted of larceny, robbery or other similar or like crime or misdemeanor.

INFORMATION TO BE FURNISHED. Sec. 12. Each such licensee shall at all times furnish the Mayor, Aldermen or members of the police department, on request, any information possessed by him or them, concerning anything in his, her or their possession in said business lost or stolen or claimed to be, and shall produce the same upon demand of any such officials.

LOANING PROHIBITED. Sec. 13. No such licensee shall receive any junk or second hand article by way of pledge or pawn, or loan or advance money on the security of any such article or thing.

CARTS OR WAGONS- REGULATIONS. Sec. 14. Each such licensee shall at all times maintain on any wagons used by him or them in buying, collecting or gathering junk in said city, the name or names of the licensee or licensees in full, the street and number of his or their place of business, and the words "LICENSED JUNK DEALER" in plain letters and figures not less than six inches in heighth in a conspicuous place on each side of such wagon, cart or other vehicle.

PENALTY. Section 15. Any person, persons or corporation violating any or either of the provisions of this ordinance shall be fined not less than Five Dollars nor more than Two Hundred Dollars for each offense, and a like sum for each day or part of a day's continuation of such violation, and this ordinance shall take effect and be in force from and after ten days after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof on June 1st, A.D. 1915, and approved by me, this 4th day of June, A.D. 1915.

P. N. Joslin
Mayor.

Attest, E. J. Blackman
City Clerk.

Published in The De Kalb Daily Chronicle, June 8th, A.D. 1915.

FOR THE LEVY AND ASSESSMENT OF TAXES FOR COPORATE PURPOSES OF THE CITY OF DE KALB FOR THE FISCAL YEAR OF SAID CITY ENDING ON THE 30th DAY OF APRIL, A.D. 1916.

Tax Levy Ordin for fiscal yea ending April 3 1916.

BE IT ORDAINED by the City Council of the City of DeKalb, in the county of DeKalb in the state of Illinois:

Section 1. The sum of Forty Thousand Seven Hundred Fifteen Dollars ($40,715.00), the same being that part of the total appropriation heretofore made for corporate purposes of the City of DeKalb, a municipal corporation of DeKalb County, Illinois, to be collected from the tax levy for the current fiscal year of said city, shall be and the same is hereby levied and assessed upon all real and personal property in said city subject to its municipal tax, as the same is assessed for state and county taxes for the current and fiscal year of said city (the appropriations for the current and fiscal year of said city for the year ending on the 30th day of April, A.D.1916, (the total amount of which has been ascertained by an ordinance passed by the City Council of said city on the 1st day of June, 1915, approved by the Mayor of said city on the 1st day of June, 1915, and published in the DeKalb Daily Chronicle, a daily secular newspaper of general circulation printed, published and circulated in said city, county and state for at least six months preceding the date of publication of said ordinance therein, on the 4th day of June, A.D.1915), the amount of said appropriations being as follows:

Salaries		$6000.00
Fire Department		10000.00
Police Department		7000.00
Streets and Alleys		4000.00
Sidewalks		1000.00
Maintenance of Waterworks		10000.00
Extension of Waterworks		2000.00
Sewers and Drains		2500.00
Street Lighting		11000.00
Public Buildings and Grounds		2500.00
Health Department		2500.00
Parks		2000.00
Incidentals		10000.00
Board of Local Improvements		4500.00
		$75000.00
Public Hospital	$4000.	
Public Library	2500.	
Garbage Disposal	4000.	10500.00

Bonds & Interest.

Pavement Bonds of 1902, No.'s 17 to 24, inclusive,	$4000.00	
Int. on Pavem't.Bds,1902	400.00	
Int. on Engine House Bonds of 1903,	360.	
Int. on Sewer Bonds 1905	240.	
Int. on Waterworks Exten. Bonds of 1910	427.50	
Int. on Waterworks Exten. Bonds of 1912	737.50	6215.00
Total		$31715.00

The remaining amount of said appropriations shall be filled and raised from moneys on hand not otherwise appropriated and from other sources of revenue of said city, the said sum so levied and assessed as aforesaid being divided between said items of said appropriations, as follows:

Salaries	$ 4000.00
Fire Department	4000.
Police Department	3000.
Streets and Alleys	1000.
Carried Forward	$12000.

Sewers and Drains	1200.
Street Lights	4000.
Public Buildings	500.
Health Department	1000.
Parks,	400.
Incidentals	1400.
Board of Local Improvements	500.
	$24000.
Public Hospital	4000.
Public Library	2500.
Garbage Disposal,	4000.
Bonds and Interest (as aforesaid)	6215.
Total,	$40715.

Section 2. The City Clerk of said city is hereby directed to file with the County Clerk of DeKalb County, Illinois, on or before the third Tuesday of September, A.D. 1915, a copy of this ordinance duly certified by him under the corporate Seal of said city, as required by law.

Passed by the City Council of said City of DeKalb at a regular meeting thereof upon August 3rd, A.D. 1915, and approved by me, this 4th day of August, 1915.

P. M. Dolin
Mayor.

Attest,

S. J. Blackman
City Clerk.

granting to T. W. Davis, and his assigns, the right to install and maintain sanitary waste paper containers.

BE IT ORDAINED by the City Council of the City of DeKalb, in DeKalb County, and State of Illinois:

SECTION 1. In consideration of the undertaking of T. W. Davis and his assigns to comply with the conditions and requirements herein contained, consent, permission and authority be and they are hereby granted and given to said T. W. Davis and his assigns, to install and maintain, in, upon and along East Lincoln Highway from First Street to Seventh Street, and upon intersecting streets for a distance for one block north and south of said portion of East Lincoln Highway, sanitary waste paper containers for the period of two years from and after passage and approval of this ordinance, as hereinafter provided.

SECTION 2. Said containers shall be furnished by said T. W. Davis and his assigns, shall be made throughout of metal, and be installed to the number of not less than 25 nor more than 50 in number, and placed upon such portions of said streets, where and as directed by the Street and Alley Committee of the said city council. They shall be maintained at all times neatly painted to the satisfaction of said city, or its authorized representative, and said T. W. Davis and his assigns shall from time to time, at his or their own expense, keep the same emptied of waste matter deposited therein and convey or cause the same to be conveyed away, to the satisfaction of said city, or its authorized representative.

SECTION 3. Said T. W. Davis and his assigns shall have the right to place and maintain upon said containers suitable and proper advertising matter painted upon the same, and to sell to such persons as they may desire the rights to such advertising thereon; such rights, and such advertising, however to be at all times subject to and in compliance with the ordinances of said city in force at any time during the period covered by this grant, and shall be subject to the approval of the Street and Alley Committee; provided, however, that no liquor advertisements shall be placed upon any of said containers.

SECTION 4. Upon the failure of said T. W. Davis, or his assigns to comply with the conditions, provisions and requirements herein contained, at any time during said period, upon ten days' notice by said city council or its authorized representative, said city shall have the right to remove such containers from its streets and public places above named, and to declare the rights and privileges hereby granted of no further force or effect.

SECTION 5. Notice of any assignment of this franchise shall be given by said T. W. Davis, or his assigns, in writing, within ten days after any such assignment, with the post office address of the assignee, and notice to such assignee, at such address, by registered mail, shall be sufficient notice under the provisions of this ordinance.

SECTION 6. This ordinance shall take effect and be in force

the filing by said T. W. Davis of his unconditional acceptance thereof, in writing; provided, however, that in event of the failure of said T. W. Davis to file such acceptance within ten days after the date of passage and approval hereof, the grant herein contained shall stand declined and of no further force or effect.

Passed by the city council of said City of DeKalb, at an adjourned regular meeting on the 8th day of September A.D.1915, and approved by me, this 9th day of September A.D. 1915.

P. M. Joslin ---------- Mayor.

Attest;

G. N. Blackman
City Clerk.

To Gilbert N. Blackman, City Clerk,

De Kalb, Illinois.

Dear Sir,

I herewith accept unconditionally the franchise ordinance passed by the city council of the City of De Kalb on Sept. 8, 1915, and approved by the Mayor of said city Sept. 9, 1915, granting to myself and my assigns the right to install and maintain upon certain portions of streets in said city sanitary waste paper containers and request that you file this as evidence of such acceptance, as required by said ordinance.

Respectfully,

T. W. Davis.

Published in the De Kalb Daily Chronicle September 20th, 1915.

AN ORDINANCE

providing for the use of Special Funds for the purchase of Tax Anticipation Warrants, of the City of DeKalb, Illinois.

Ordinance Providing for the Use of Special Funds.

BE IT ORDAINED by the City Council of the City of De Kalb, County of De Kalb, State of Illinois, that any funds of this City now set aside for use for some particular purpose, that are not immediately necessary for such purpose, may be used by the City in the purchase of tax anticipation warrants issued by this City, and that all moneys paid in redemption of said warrants shall at once be credited to and placed in such funds so held by such City.

Be it further resolved that the Mayor and City Clerk are hereby authorized to make such purchases with such funds when necessary to raise money, as provided by law, for the ordinary purposes of said City.

Passed by the City Council of the City of De Kalb, at an adjourned regular meeting thereof, held this 4th day of November, A.D. 1915, and approved by the Mayor thereof this 10th day of November A. D. 1915.

P. N. Joslin
Mayor.

Attest:
E. F. Blackman
City Clerk.

AN ORDINANCE 256

providing for the annual City Election, and for a primary election for nomination of canditates to be voted for at said city election, for the year A.D.1916.

Annual Pri
And Electi
For Year 1

BE IT ORDAINED by the City Council of the City of DeKalb, in the county of DeKalb in the State of Illinois:

Section 1. That at the annual election to be held in and for said city on the third Tuesday of April, A.D.1916, being the 18th day of April, A.D.1916, there shall be elected one alderman from each of the five wards of said city, and also one alderman from the Second Ward of said city for the term ending April 30th, A.D. 1917, to fill vacancy, and at the primary election to be held March 14th, 1916, for the nomination of candidates to be voted for at said election there shall be nominated candidates for aldermen of said city from the five wards thereof for the term of two years beginning May 1st, A.D.1916, and candidates for one alderman from the Second Ward of said city for the term ending April 30th, A.D.1917, to fill vacancy.

Section 2. The following named persons shall be and they are hereby designated and appointed as judges and clerks of said elections:

Judges	Clerks
F.J. Flusch	M. W. Hickey
E. Carter	H. G. Hanway
C. Camp	W. Kaesser

Polling Place, Foiles Garage on South First Street.

SECOND WARD.

Judges	Clerks
A. Blomquist	Guy Grimes
E. F. Collin	John Minnihan
J. G. Lundberg	Art Anderson

Polling Place, Haish Auditorium on North Third Street.

THIRD WARD.

Judges	Clerks
P. VanOrdstrand	V. Stremm
Gus. Johnson	Elsie Minard
Christina Anderson	George Halloran

Polling Place, Finnish Hall on North Eleventh Street.

FOURTH WARD.

Judges	Clerks
G. E. Bristow	Nellie Swain
John Cheetham	Roy Spicer
Bertha Johnson	George Hubbard

Polling Place, Bristow Barn on South Seventh Street.

FIFTH WARD.

Judges	Clerks
J. H. Jarboe	S. D. Arnold
M. Hanrahan	W. Baldwin
B. Howland	Ross Shoop

Polling Place, City Hall on South Second Street.

Section 3. The City Clerk of said City is hereby directed to give notices of said elections as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held on the 1st day of February, A.D.1916, and approved by me this 2nd day of February, A.D.1916.

P. M. Johnson
Mayor.

Attest, C. R. Blackman
City Clerk.

Published in the DeKalb Daily Chronicle, February 9th, 1916.

Amendment to O
Regulating Se
Hand and Junk
Stores and Ya

AMENDING Section 4 of an ordinance entitled, "An Ordinance licensing and regulating second hand and junk stores, yards and dealers," passed June 1st, 1915, and approved June 4th, 1915.

BE IT ORDAINED by the City Council of the City of DeKalb, in the county of De Kalb in the State of Illinois:

Section 1. That Section 4 of an ordinance entitled, "An Ordinance licensing and regulating second hand and junk stores, yards and dealers," passed June 1st, 1915, approved June 4th, 1915, shall be and the same is hereby amended so as to read as follows:

"Sec. 4. The fees for licenses issued under the provisions of this ordinance shall be as follows:
For each second hand store or dealer, Twenty-five Dollars.
For each junk store or yard, Twenty-five Dollars:
For each junk buyer (not operating or carrying on a junk store or yard in said city) Ten Dollars;
The fee above provided shall entitle the holder of a license for a junk store or yard, or junk buyer or dealer, to use and operate in said city one wagon or other vehicle in connection with the carrying on of such junk store or yard, or in buying, collecting or gathering junk;
For each additional wagon or other vehicle used in connection with the operation of a junk store or yard, or in buying, gathering or collecting junk under such license, the holder thereof shall pay a further fee of Ten Dollars;
And whenever, subsequent to the issuance of any such license, and during the term thereof, the holder shall desire to use in connection therewith any wagon or wagons in addition to the number specified in his application for such license, he or they shall report the same to the City Clerk, and pay to him for the use of said city the additional fee herein required for the use thereof, before using the same in connection with such business."

Section 2. This ordinance shall take effect and be in force from and after ten days after its passage, approval and publication as provided by law.

Passed by the City Council of the City of De Kalb, at an adjourned regular meeting thereof on March 11th, 1916, and approved by me, this 15th day of March, A.D.1916.

P. M. Joslin
Mayor.

Attest
G. R. Blackman
City Clerk.

k Avenue
ing Ordinance

in the County of DeKalb in the State of Illinois:

The undersigned Board of Local Improvements of the City of DeKalb hereby submit a draft of an ordinance providing for the improvement of a portion of Park Avenue in said city by grading, curbing, paving and draining the same by special assessment, together with an estimate of the cost of said proposed improvement, as provided by law, and do hereby state that said Board has complied with all requirements of the statute in such case made and provided relative to said improvement, and recommends the passage of said ordinance and the construction of said improvement, as provided by law.

P. N. Joslin

A. G. Konnedy
S. W. Boardman
A. R. Russell

Board of Local Improvements of the City of DeKalb.

To the Mayor and City Council of the City of DeKalb, in the county of De Kalb and State of Illinois:

I submit herewith a revised estimate of the cost of improving the roadway of Park Avenue from the north line of Lincoln Highway to the south line of Locust Street, by grading, curbing with sand, gravel and cement concrete combined six inch curb and eighteen inch gutter, on three inch cinder foundation with quarter inch asphalt filled expansion joints, paving with brick pavement four inches in thickness and of the width of twenty-one feet, with asphalt filler, on a gravel foundation five inches in thickness, with sand cushion one inch in thickness, and draining the same with a sufficient number of drain sewer inlets to properly drain the same, in accordance with resolution of the Board of Local Improvements adopted on the 19th day of February, A.D.1916, as follows:

Cost of preparing sub grade, including grading, filling, embankments and removal of surplus material, 230 cubic yards at 40 cents per cubic yard,	$92.00
Cost of curbing roadway of said avenue with sand, gravel and cement concrete combined six inch curb and eighteen inch gutter on three inch cinder foundation with quarter inch asphalt filled expansion joints, 1130 lineal feet, at $70 per lineal foot,	791.00
Cost of pavement, including four inch brick surface five inch gravel foundation and one inch sand cushion and asphalt filler, complete, 1320 square yards at $1.70 per square yard,	2244.00
Cost of 2 drain sewer inlets, set complete, at $30.00 each,	60.00
Total Cost of Work,	$3187.00
Cost of making and collecting assessment therefor,	191.22
Total Cost of Improvement,	$3378.22

And I hereby certify that in my opinion the above estimate does not exceed the probable cost of said improvement, and the lawful expenses attending the same.

Dated this 19th day of February, A.D.1916.

A.R.Russell,

Engineer of the Board of Local Improvements of the City of DeKalb, in DeKalb County, Illinois.

providing for the improvement of said street by the

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

SECTION 1. A local improvement shall be made within the city of De Kalb, in the county of DeKalb and State of Illinois, the nature, character, locality and description of which shall be as follows:

The improvement of the roadway of Park Avenue, from the north line of Lincoln Highway to the south line of Locust Street, by grading, curbing with concrete combined curb and gutter on cinder foundation with asphalt filled expansion joints, paving with brick pavement on gravel foundation and sand cushion, with asphalt filler, and draining by means of drain sewer inlets.

The center line of the improvement shall be the center line of Park Avenue between the north line of Lincoln Highway and the south line of Locust Street.

GRADING:- The subgrade for said improvement shall be prepared between the roadway edges of the gutters, by bringing the same when completed as in this ordinance provided, to a true and uniform surface, ten inches below and parallel with the finished surface of said brick pavement, when completed as in this ordinance provided.

In grading, no ploughing shall be done below the line of the finished sub grade. The surface of the sub grade shall be carefully dressed off with picks, shovels and other hand tools to the grade above provided. All filling which forms a part of the finished sub grade shall be made with suitable excavated material taken from other portions of said street, and laid in layers of not to exceed six inches in depth, and each layer as laid shall be thoroughtly rolled with the road roller hereinafter mentioned. All material which cannot be sufficiently compacted in the sub grade shall be removed and replaced with suitable filling, as above provided.

The sub grade shall be thoroughly compacted by rolling with said road roller. All places and corners practically inaccessible to the roller shall be thoroughly tamped with a tamper of twenty-five pounds weight. When the rolling and tamping are completed, the surface shall be at exact sub grade, as above provided.

CURB AND GUTTER:- A combined six inch curb and eighteen inch gutter of sand, gravel and cement concrete, on three inch cinder foundation, with quarter inch asphalt filled expansion joints, constructed as hereinafter provided, shall be laid along each side of the center line of said improvement, with the roadway edge lines of the gutters ten and one half feet distant, easterly and westerly, respectively, from and parallel with the center line of the improvement.

The combined curb and gutter shall be constructed in the following manner:

A trench shall be excavated, the bottom of which shall be thoroughly compacted to an even surface, twenty-four inches in width, and nine inches below the upper surface of the gutter and fifteen inches below the upper surface of the curb, and parallel therewith, when finished as in this ordinance provided.

A bed of cinders shall be placed in the trench when thus prepared, and thoroughly compacted to an even surface after being flooded with water, so as to be of the thickness when completed of three inches.

Forms for the curb and gutter shall be placed upon the cinder foundation thus prepared, and before the concrete is placed in the forms, they shall be thoroughly sprinkled.

The concrete for the first or base course shall consist of one part best Portland cement, two and one half parts clean, sharp sand, and four parts of clean washed gravel, small enough in any diameter to pass through a ring of one and one fourth inches internal diameter.

The cement, sand and gravel shall be first thoroughly mixed dry, and then sufficient water added to form a concrete of such a consistency that it will flush readily under light tamping, but may be handled without causing a separation of the coarse aggregate from the mortar. This mixture shall be placed in the forms and handled rapidly and sufficiently tamped. In no case shall concrete which has partially hardened be used. This course when tamped shall be of sufficient thickness, so that with the addition of the finishing course described, the curb and gutter will be of the dimensions provided in this ordinance.

The finishing course shall be composed of one part best Portland cement and two parts clean, sharp sand, which shall first be thoroughly mixed dry, and then sufficient water added to make a mixture of such a consistency as will not require tamping. This course shall be evenly spread to the thickness of three-fourths of an inch over the curb and gutter surface of the foundation course, in such manner as to insure an even surface, after being trowelled and finished with a brush.

flags shall be eighteen inches in width and six inches in thickness.

The upper roadway edge of the curb shall be rounded to the true arc of a circle having a radius of one and one half inches, and the junction of the gutter and roadway face of the curb shall be convex in form, shaped to the true arc of a circle of the same radius as the upper roadway edge of the curb.

The curb and gutter shall be back filled with earth free from animal and vegetable matter. The back filling shall be three feet in width at the top of the curb and even therewith, and slope down at the rate of one and one half feet horizontal to one foot vertical.

The upper roadway edges of the upper surface of the gutter flags shall be one and one half inches above the surface of the gutter at the curb line. The top of the back edge of the curb shall be one and one half inches above the established grade of said street, as in this ordinance provided, between the initial and terminal points of said improvement. The upper surface of the gutter flags shall form a uniform slope from the roadway edge to the curb line.

The curb and gutter shall be cut through its entire depth with a clean cut at right angles to its length and perpendicular to its surface, at intervals of as nearly as possible, but in no case exceeding five feet.

Quarter inch expansion joints shall be made through the entire depth of the curb and gutter, at intervals of as nearly as possible, but in no case exceeding one hundred feet, perpendicular to the surface and at right angles to the length, which joints shall be filled, after the concrete has set sufficiently to permit, with asphalt filler of the same kind, in the same manner, as in this ordinance provided for asphalt filler for brick pavement.

BRICK PAVEMENT:- Upon the sub grade for brick pavement, when completed as above provided, shall be spread a layer of good bank gravel, of sufficient depth, so that after being thoroughly rolled with the road roller hereinafter mentioned, and all places practically inaccessible thereto thoroughly tamped with a tamper of twenty-five pounds weight, the depth of the gravel shall be five inches.

A sand cushion of clean sand, equal to the best obtainable in the vicinity of DeKalb, and of such size that it will pass through a screen with meshes one eighth of an inch square, and of sufficient thickness to be of the depth of one inch after the rolling of the pavement is completed, shall be spread upon the gravel foundation, and shaped with scrapers and templets to the exact form of the finished surface of the pavement as in this ordinance provided.

A pavement of paving bricks, which brick shall be four inches in depth, eight inches in length and two and three fourths inches in thickness, and equal in all respects in quality to the best paving bricks manufactured and obtainable in the vicinity of and in Galesburg, Illinois, shall be laid between the roadway faces of the gutters, upon such sand cushion.

The bricks shall be set on edge, close together. Joints parallel with the longest dimension shall be straight. Joints at right angles to the longest dimension shall be broken by four inches. No bats or broken brick shall be used. Half bricks shall be used to start and finish courses, and shall be carefully cut. All whole and half brick shall be so set as to make close joints with each other and with the curbing.

The road roller to be used in rolling the surface of the subgrade of the improvement, shall weigh not less than four hundred pounds per lineal inch of roller, and the road roller to be used in rolling the gravel and finished pavement shall weigh not less than one hundred twenty pounds nor more than one hundred seventy pounds per lineal inch of roller, both measured on the surface of the roller parallel with the axis thereof.

The surface of the pavement, when laid as above provided, shall be thoroughly rolled with the road roller mentioned, and all placed practically inaccessible thereto shall be thoroughly tamped with a tamper of twenty-five pounds weight.

When the rolling of the pavement has been completed, the interstices between the bricks and between the bricks and the roadway edges of the gutters, shall be completely filled with asphalt filler. The material for the filler shall be asphalt containing at least ninety-two per cent of bitumen soluble in carbon bisulphide, at least ninety-eight and one half per cent of which bitumen shall be soluble in cold carbon telrachloride.

The asphalt shall have a melting point of not less than one hundred seventy nor more than two hundred fifty degrees Fahrenheit and shall be applied by heating to a temperature of not less than three hundred fifty nor more than four hundred degrees Fahrenheit, and poured from suitable pouring cans especially adapted for the purpose.

After the filler has been poured and before it has cooled, the surface of the pavement shall be covered with a thin coat of clean fine sand, thoroughly swept with brooms over the surface of the asphalt.

conform to the established grade of said street as in this ordinance provided.

The surface of the finished brick pavement at the roadway edges of the gutters shall be one half inch above the upper surface of the gutters. It shall be uniformly two and one half inches below such established grade, at the roadway edges of the gutters.

A transverse section of the finished surface of the brick pavement, shall be a true arc of a circle, passing through the pavement at the upper roadway edges of the gutters and the center line of the finished surface of the pavement at every part thereof, between the above mentioned initial and terminal points of said improvement.

Paving brick of the same kind used in the surface of the brick pavement shall be set on end, with side abutting, in a continuous line, flush with the finished surface of the pavement at the ends thereof where a junction with other pavement is not effected under the provisions of this ordinance.

GRADE:- The established grade of said protion of Park Avenue shall be and is hereby established as follows, between the initial and terminal points of said improvement, to-wit:

Beginning at the intersection of the center line of the improvement with a line thirteen feet north of and parallel with the north curb line of Lincoln Highway, at an elevation of 83.30 feet above the established city datum of said city, which is a plane 100 feet below the top of the front stone door step at the entrance to the City Hall in said City, thence,

Descending 1.2 feet northerly in a distance of 50 feet; thence

Descending 3.4 feet northerly in a distance of 185 feet; thence

Descending 5.4 feet northerly to a point 100 feet south of the south line of Locust Street; thence

Descending 1.6 feet northerly to a point 30 feet south of the south line of Locust Street; thence

Descending 0.5 feet northerly to the south line of Locust Street.

Such descents shall be uniform slopes and courses between the points mentioned, along the center line of the improvement.

DRAIN SEWER INLETS:- The drain sewer inlets for the draining of said pavement shall be circular in form, of thirty inches internal diameter, composed of concrete base, walls of two course brick masonry, eight inches in thickness, and fitted with Suburban style sewer manhole curb, weighing not less than two hundred five pounds, and covered with a grated iron cover weighing not less than ninety-five pounds, the cover to be flush with the gutter and the surface of the concrete bottom of the inlet or catch basin to be four feet below the upper surface of the gutter.

The bottom shall be constructed of concrete composed of one part of best Portland cement, two and one half parts clean sharp sand and four parts of clean washed gravel, to be mixed and placed in position in the same manner as in this ordinance provided for the foundation course for combined curb and gutter.

The walls shall be laid with two rings of the same quality of paving brick used in the pavement, giving a thickness of eight inches to the walls, in cement mortar composed of one part best Portland cement and two parts clean, sharp sand. The tops shall be drawn in with header course, and fitted with the manhole curb above provided.

An eight inch sewer pipe shall be placed one foot above the bottom of each inlet, and connected on as direct a course as possible with drain tile of the same size, with the nearest drain sewer to such inlet.

One of such inlets shall be set as above provided, with the center of the cover twelve inches from the roadway face of the curb in each of the following locations on said improvement:

One on each side of said improvement three hundred feet south of the south line of Locust Street.

SECTION 2. The recommendation of the Board of Local Improvements of said city for the passage of this ordiance and the construction of said improvement, together with the estimate of cost thereof, over the signature of A. R. Russell, Engineer of said Board, both of which are hereto attached, shall be and the same are hereby approved.

SECTION 3. The expense of connecting the drain sewer inlets with drain sewers, as in this ordinance provided, shall be paid by general taxation.

Dollars and Twenty-two Cents, being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for, and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefited thereby, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements", approved June 14, 1897, in force July 1st, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and the said sum of One Hundred Ninety-one Dollars and Twenty-two Cents, shall be applied toward the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said Act and all amendments thereof.

SECTION 5. The aggregate amount to be assessed against property under this ordinance and also each individual assessment, shall be divided into ten annual installments in accordance with the provisions of said act, and said installments shall bear interest at the rate of five per cent per annum, from the time, and shall become due and payable, and shall be collected, as provided by said act and all amendments thereof.

The first of said installments shall become due and payable on the second day of January next succeeding the date of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

SECTION 6. Bonds payable out of said installments when collected, bearing interest at the rate of five per cent per annum, payable annually, shall be issued in all respects in conformity with the provisions of said act and all amendments thereof, signed by the Mayor and attested by the City Clerk of said City under the corporate seal thereof, for the purpose of anticipating the collection of the second and succeeding installments of such special assessment.

SECTION 7. H.W. Prentice, City Attorney of said City, is hereby directed to file a petition in the City Court of DeKalb, in said county and state, in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act and all amendments thereof.

SECTION 8. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of DeKalb, at a regular meeting thereof on the 7th day of March, A.D.1916, and approved by me, this 7th day of March, A.D.1916.

P.N. Joslin
Mayor.

Attest G.R. Blackman
City Clerk.

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To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Street
ng Ordinance.

The undersigned Board of Local Improvements of the City of DeKalb hereby submit a draft of an ordinance providing for the improvement of Pine Street in said city by grading, curbing, paving and draining the same by special assessment, together with an estimate of the cost of said proposed improvement, as provided by law, and do hereby state that said Board has complied with all requirements of the statute in such case made and provided relative to said improvement,, and recommends the passage of said ordinance and the construction of said improvement, as provided by law.

P.N. Joslin

A. G. Kennedy

S. [illegible] Boardman

A. R. Russell,
Board of Local Improvements of the City of DeKalb.

I submit herewith a revised estimate of the cost of improving the roadway of Pine Street, and the roadways of intersecting and abutting streets and alleys between the north and south lines of Pine Street, from the east line of [illegible] Street to the west line of Seventh Street, excepting the portions of the roadway of Pine Street included within the intersections thereof at Second, Third and Fourth Streets, which are now paved, by grading, curbing with sand, gravel and cement concrete combined six inch curb and eighteen inch gutter, on three inch cinder foundation, with quarter inch asphalt filled expansion joints, paving with brick pavement four inches in thickness and of the width of twenty-one feet, with asphalt filler, on a gravel foundation five inches in thickness and one inch sand cushion, and draining the pavement with a sufficient number of drain sewer inlets for the proper drainage of the same, with side wings for intersecting streets of the width of twenty-four feet and for intersecting and abutting alleys of the width of one foot less than the width of such alleys, in accordance with resolution of the Board of Local Improvements of said city, adopted on the 19th day of February, A.D. 1916, as follows:

Cost of preparing subgrade, including grading, filling, embankments and removal of surplus material, 2500 cubic yards at 40 cents per cubic yard,	$1000.00
Cost of curbing the roadway of said street with sand, gravel and cement concrete combined six inch curb and eighteen inch gutter, with three inch cinder foundation and quarter inch asphalt filled expansion joints, 4010 lineal feet at $.70 per lineal foot,	2807.00
Cost of pavement, including four inch brick surface, five inch gravel foundation and one inch sand cushion and asphalt filler, complete, 5540 square yards at $1.70 per square yard,	9418.00
Cost of 7 drain sewer inlets, set complete, at $30.00 each,	210.00
Total Cost of work,	$13435.00
Cost of making and collecting assessment therefor,	806.10
Total cost of improvement,	$14241.10

And I hereby certify that in my opinion the above estimate does not exceed the probable cost of said improvement, and the lawful expenses attending the same.

Dated this 19th day of February, A.D.1916.

A. B. Russell,
Engineer of the Board of
Local Improvements of the City
of DeKalb, in DeKalb County,Ill.

AN ORDINANCE 251

providing for the improvement of a protion of Pine Street by special assessment.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

SECTION 1. A local improvement shall be made within the City of De Kalb, in the County of De Kalb, in the State of Illinois, the nature, character, locality and description of which improvement shall be as follows:

The improvement of the roadway of Pine Street, and the roadways of intersecting streets and of intersecting and abutting alleys between the north and south lines of Pine Street, excepting the portions of the roadway of Pine Street included within the intersections thereof at Second, Third and Fourth Streets, which are now paved, by grading, curbing with sand, gravel and cement concrete combined curb and gutter, with asphalt filled expansion joints, on cinder foundation, paving with brick pavement on gravel foundation with sand cushion and asphalt filler, and draining by means of drain sewer inlets, from the east line of First Street to the west line of Seventh Street.

The center line of the improvement shall be the center line of Pine Street from the east line of First Street to the west line of Seventh Street.

GRADING:- The subgrade for said improvement shall be prepared between the roadway edges of the gutters, by bringing the same when completed as in this ordinance provided, to a true and uniform surface, ten inches below and parallel with the finished surface of said brick pavement, when completed as in this ordinance provided.

In grading, no ploughing shall be done below the line of the finished sub grade. The surface of the sub grade shall be carefully dressed off with picks, shovels and other hand tools to the

not to exceed six inches in depth, and each layer as laid shall be thorughly rolled with the road roller hereinafter mentioned. All material which cannot be sufficiently compacted in the sub grade shall be removed and replaced with suitable filling, as above provided.

The sub grade shall be thoroughly compacted by rolling with said road roller. All places and corners practically inaccessible to the roller shall be thoroughly tamped with a tamper of twenty-five pounds weight. When the rolling and tamping are completed, the surface shall be at exact sub grade, as above provided.

COMBINED CURB AND GUTTER:- A combined six inch curb and eighteen inch gutter of sand, gravel and cement concrete, on three inch cinder foundation, with quarter inch asphalt filled expansion joints, constructed as hereinafter provided, shall be laid along each side of the center line of the improvement, as follows:

From the east line of First Street to the west line of Fourth Street, except between the east and west lines of Second Street and between the east and west lines of Third Street, and except between lines two and one half feet east and west, respectively, of the east and west lines of intersecting and abutting alleys produced toward the center line of the improvement, with the roadway edge lines of the gutter ten and one half feet from and parallel with the center line of the improvement;

From the east line of Fourth Street to the west line of Seventh Street, except between lines two and one half feet distant east and west, respectively, of the east and west lines of intersecting and abutting alleys produced toward the center line of the improvement, and except between lines forty feet east and west, respectively, of and parallel with, the center line of Fifth Street and the center line of Sixth Street, with the roadway edge lines of the gutter ten and one half feet from and parallel with the center line of the improvement;

From the north and south lines of Pine Street, at alley intersections, with the back edge lines of the curb coinciding with the lines of said alleys produced toward the center line of the improvement, to points three feet distant from intersections with the roadway edge lines of the straight curb along the sides of said street;

From the north and south lines of Pine Street toward the center line of the improvement, at Fifth Street and at Sixth Street, with the roadway edge lines of the curb twelve feet distant on each side of said streets, from and parallel with the center lines of said streets, respectively, to points eight feet distant from intersections of the roadway face line of such curb, with the roadway face line of the straight curb above provided for along the north and south sides of Pine Street at Fifth and Sixth Streets;

The ends of the straight curb and gutter so provided for at street and alley intersections shall be connected with curved curb and gutter of the dimensions and materials and constructed in the manner hereinafter provided, having the roadway face at alley intersections formed to the true arc of a circle having a radius of three feet, and at street intersections to the true arc of a circle having a radius of eight feet.

The combined curb and gutter shall be constructed in the following manner:

A trench shall be excavated, the bottom of which shall be thoroughly compacted to an even surface, twenty four inches in width, and nine inches below the upper surface of the gutter and fifteen inches below the upper surface of the curb, and parallel therewith, when finished as in this ordinance provided.

A bed of cinders shall be placed in the trench when thus prepared, and thoroughly compacted to an even surface after being flooded with water, so as to be of the thickness when completed of three inches.

Forms for the curb and gutter shall be placed upon the cinder foundation thus prepared, and before the concrete is placed in the forms, they shall be thoroughly sprinkled.

The concrete for the first or base course shall consist of one part best Portland cement, two and one half parts clean, sharp sand, and four parts of clean washed gravel, small enough in any diameter to pass through a ring of one and one fourth inches internal diameter.

The cement, sand and gravel shall be first thoroughly mixed dry, and then sufiicient water added to form a concrete of such a consistency that it will flush readily under light tamping, but may be handled without causing a separation of the coarse aggregate from the mortar. This mixture shall be placed in the forms and handled rapidly and sufficiently tamped. In no case shall concrete which has partially hardened be used. This course when tamped shall be of sufficient thickness, so that with the addition of the finishing course described, the curb and gutter will be of the dimensions provided in this ordinance.

ly mixed dry, and then sufficient water added to make a mixture of such a consistency as will not require tamping. This course shall be evenly spread to the thickness of three-fourths of an inch over the curb and gutter surface of the foundation course, in such manner as to insure an even surface, after being trowelled and finished with a brush.

The curb shall be uniformly six inches thick and six inches in depth on the roadway face above the surface of the gutter. The heighth at the back of the curb shall be twelve inches. The gutter flags shall be eighteen inches in width and six inches in thickness.

The upper roadway edge of the curb shall be rounded to the true arc of a circle having a radius of one and one half inches, and the junction of the gutter and roadway face of the curb shall be convex in form, shaped to the true arc of a circle of the same radius as the upper roadway edge of the curb.

The curb and gutter shall be back filled with earth free from animal and vegatable matter. The back filling shall be three feet in width at the top of the curb and even therewith, and slope down at the rate of one and one half feet horizontal to one foot vertical.

The upper roadway edges of the upper surface of the gutter flags shall be one and one half inches above the surface of the gutter at the curb line. The top of the back edge of the curb shall be one and one half inches above the established grade of said street, as in this ordinance provided, between the initial and terminal points of said improvement, except as otherwise provided at side wings for intersecting and abutting streets and alleys. The upper surdace of the gutter flags shall form a uniform slope from the roadway edge to the curb line.

At all street and alley intersections, the upper surface of the curb shall be a uniform slope from the grade of the sidewalks at the street line to the grade of the upper surface of the straight curb along the sides of the street, at the junction with the straight curb.

The curb and gutter shall be cut through its entire depth with a clean cut at right angles to its length and perpendicular to its surface, at intervals of as nearly as possible, but in no case exceeding one hundred feet, perpendicular to the surface and at right angles to the length, which joints shall be filled, after the concrete has set sufficiently to permit, with asphalt filler of the same kind, and in the same manner, as in this ordinance provided for asphalt filler for brick pavement.

BRICK PAVEMENT:- Upon the sub grade for brick pavement, when completed as above provided, shall be spread a layer of good bank gravel of sufficient depth, so that after being thoroughly rolled with the road roller hereinafter mentioned, and all places practically inaccessible thereto thoroughly tamped with a tamper of twenty-five pounds weight, the depth of the gravel shall be five inches.

A sand cushion of clean sand, equal to the best obtainable in the vicinity of De Kalb, and of such size that it will pass through a screen with meshes one eighth of an inch square, and of sufficient thickness to be of the depth of one inch after the rolling of the pavement is completed, shall be spread upon the gravel foundation, and shaped with scrapers and templets to the exact form of the finished surface of the pavement as in this ordinance provided.

A pavement of paving bricks, which brick shall be four inches in depth, eight inches in length and two and three fourths inches in thickness, and equal in all respects in quality to the best paving bricks manufactured and obtainable in the vicinity of and in Galesburg, Illinois, shall be laid between the roadway faces of the gutters, upon such sand cushion.

The bricks shall be set on edge, close together. Joints parallel with the longest dimension shall be straight. Joints at right angles to the longes dimension shall be broken By four inches. No bats or broken brick shall be used. Half bricks shall be used to start and finish courses, and shall be carefully cut. All whole and half brick shall be so set as to make close joints with each other and with the curbing.

The road roller to be used in rolling the surface of the subgrade of the improvement, shall weigh not less than four hundred pounds per lineal inch of roller, and the road roller to be used in rolling the gravel and finished pavement shall weigh not less than one hundred twenty pounds nor more than one hundred seventy pounds per lineal inch of roller, both measured on the surface of the roller parallel with the axis thereof.

The surface of the pavement, when laid as above provided, shall be thoroughly rolled with the road roller mentioned, and all placed practically inaccessible thereto shall be thoroughly tamped with a tamper of twenty-five pounds weight.

When the rolling of the pavement has been completed, the interstices between the bricks and between the bricks and the roadway edges of the gutters, shall be completely filled with asphalt filler. The material for the filler shall be asphalt containing at least ninety-two per cent of bitumen soluble in carbon bisulphide, at least ninety-eight and one half per cent of which bitumen shall be soluble in cold carbon telrachloride.

three hundred fifty nor more than four hundred degrees Fahrenheit, and poured from suitable pouring cans especially adopted for the purpose.

After the filler has been poured and before it has cooled, the surface of the pavement shall be covered with a thin coat of clean fine sand, thoroughly swept with brooms over the surface of the asphalt.

The surface of the brick pavement at the center line of the improvement, when completed as above provided, shall be at and conform to the established grade of said street as in this ordinance provided.

The surface of the finished brick pavement at the roadway edges of the gutters shall be one half inch above the upper surface of the gutters. It shall be uniformly two and one half inches below such established grade, except as is otherwise herein provided at street and alley intersection side wings, at the roadway edges of the gutters.

At side wings for alleys, the brick pavement shall rise in a uniform slope from the roadway edge lines of the straight curb along the sides of the street to the street line, with the surface uniformly four inches below the grade of the upper surface of the curb of the side wings, from the roadway edge line of the curb along the sides of the street, to the north or south or east or west line of the street, as the case may be.

At side wings for abutting or intersecting streets, the finished surface of the brick pavement along the center line of such intersecting streets and of abutting streets produced, shall coincide with the established grade at the center line of the improvement, and shall descend in a uniform convex slope of the form of the true arc of a circle from the center line of the intersecting street or of the abutting street produced to the roadway edges of the gutters.

A transverse section of the finished surface of the brick pavement, except at and within side wings for alleys, shall be a true arc of a circle, passing through the pavement at the upper roadway edges of the gutters and the center line of the finished surface of the pavement at every part thereof, between the above mentioned initial and terminal points of said improvement.

Paving brick of the same kind used in the surface of the brick pavement shall be set on end, with sides abutting, in a continuous line, flush with the finished surface of the pavement at the ends thereof where a junction with other pavement is not effected under the provisions of this ordinance, and along the lines of said street at street and alley intersections between the roadway edges of the gutter flags.

GRADE:- The established grade of said street shall be and is hereby established as follows, to-wit, between the initial and terminal points of said improvement:

Beginning at the intersection of the center line of the improvement with the east line of First Street, at an elevation of 95.0 feet above established city datum of said city, which is a plane 100 feet below the top of the front stone door step at the front entrance to the City Hall in said City, thence,

Descending .8 foot in a distance of 120 feet, thence
Ascending 1.8 feet to the west line of Second Street,
From the east line of Second Street at an elevation of 96.4 feet, descending 1.1 feet in a distance of 153 feet; thence,
Ascending .7 foot to the west line of Third Street,
From the east line of Third Street at an elevation of 96.3 feet ascending 1.2 feet in a distance of 156 feet, thence,
Ascending 3.7 feet to the west line of Fourth Street;
From the east line of Fourth Street at an elevation of 101.7 feet ascending .7 footin a distance of 156 feet, thence,
Descending 1.0 foot to a point 17 feet east of the west line of Fifth Street, thence
Level for a distance of 32 feet, thence
Ascending 1.0 foot in a distance of 57 feet, thence,
Ascending 4.1 feet to the west line of the alley between Fifth and Sixth Streets produced from the south; thence
Ascending 1.1 feet to a point 17 feet east of the west line of Sixth Street, thence
Descending .2 foot in a distance of 32 feet, thence
Descending .4 foot to the east line of Sixth Street, thence
Descending 1.8 feet in a distance of 60 feet, thence
Descending 1.2 feet in a distance of 50 feet, thence
Descending 1.4 feet to the west line of Seventh Street.

Such ascents, descents and levels shall be uniform slopes and courses along the center line of the improvement between the points mentioned.

terial diameter, composed of concrete base, walls of two course brick masonry, eight inches in thickness, and fitted with Suburban style sewer manhole curb, weighing not less than two hundred five pounds, and covered with a grated iron cover weighing not less than ninety-five pounds, the cover to be flush with the gutter and the surface of the concrete bottom of the inlet or catch basin to be four feet below the upper surface of the gutter.

The bottom shall be constructed of concrete composed of one part best Portland cement, two and one half parts clran sharp sand and four parts of clean washed gravel, to be mixed and placed in position in the same manner as in this ordinance provided for the foundation course for combined curb and gutter.

The walls shall be laid with two rings of the same quality of paving brick used in the pavement, giving a thickness of eight inches to the walls, in cement mortar composed of one part best Portland cement and two parts clean, sharp sand, The tops shall be drawn in with header course, and fitted with the manhold curb above provided.

An eight inch sewer pipe shall be placed one foot above the bottom of each inlet, and connected on as direct a course as possible with drain tile of the same size, with the nearest drain sewer to such inlet.

On of such inlets shall be set as above provided, with the center of thc cover twelve inches from the roadway face of the curb in each of the following locations on said improvement:

One on each side of said improvement, one hundred twenty feet east of the east line of North First Street;

One on the south side of said improvement one hundred fifty-three feet east of the east line of North Second Street;

One at the center of each curved curb and gutter at the intersection of North Fifth Street;

SECTION 2. The recommendation of the Board of Local Improvements of said city for the passage of this ordinance and the construction of said improvement, together with the estimate of cost thereof, over the signature of A. R. Russell, Engineer of said Board, both of which are hereto attached, shall be and the same are hereby approved.

SECTION 3. The expense of connecting the drain sewer inlets with drain sewers, as in this ordinance provided, shall be paid by general taxation.

SECTION 4. The remainder of said improvement shall be made, and the cost thereof including the sum of Eight Hundred and Six Dollars and Ten Cents, being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for, and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefited thereby, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements, " approved June 14, 1897, in force July 1st, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and the said sum of Eight Hundred and Six Dollars and Ten Cents, shall be applied toward the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said Act and all amendments thereof.

SECTION 5. The aggregate amount to be assessed against property under this ordinance and also each individual assessment, shall be divided into ten annual installments in accordance with the provisions of said act, and said installments shall bear interest at the rate of five per cent per annum, from the time, and shall be come due and payable,and shall be collected, as provided by said act and all amendments thereof.

The first of said installments shall become due and payable on the second day of January next succeeding the date of the first voucher issued on account of work done, thc second installment one year thereafter, and so on, annually, until all installments are paid.

SECTION 6. Bonds payable out of said installments when collected, bearing interest at the rate of five per cent per annum, payable annually, shall be issued in all respects in conformity with the provisions of said act and all amendments thereof, signed by the Mayor and attested by the City Clerk of said City under the corporate seal thereof, for the purpose of anticipating the collection of the second and succeeding installments of such special assessment.

SECTION &. H. W. Prentice, City Attorney of said City, is hereby directed to file a petition in the City Court of De Kalb, in said county and state, in the name of the City of DeKalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act and all amendments thereof.

SECTION 8. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this

Passed by the City Council of the City of De Kalb, at a regular meeting thereof on the 7th day of March, A.D.1916, and approved by me, this 7th day of March, A.D.1916.

P M Joslin
Mayor.

Attest G H Blackman
City Clerk.

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AN ORDINANCE 253

providing for and regulating the collection and disposition of garbage.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

dinance on gulation, llection, and sposition of rbage.

SECTION 1. All persons owning real property, in cases where the same is occupied by the owner, and all tenants or lessees of real property, in cases where the same is occupied by tenant or lessee of the owner, within the corporate limits of the City of DeKalb, shall within twenty days after the passage and approval of this ordinance provide at each such premises a can or cans of galvanized iron of sufficient size to contain the garbage accumulating at such premises between the times for collection of garbage provided for in this ordinance.

Such cans shall have a tightly fitting cover of galvanized iron and shall be not less than fifteen inches in diameter and not less than twenty inches in heighth, and shall be kept in a place convenient of access thereto by the person or persons to whom a contract shall be awarded for the purpose of collecting and disposing of such garbage, as hereinafter provided. In freezing weather, such cans shall be kept so as to prevent freezing of the contents and set out for emptying on the days when collections are to be made, as hereinafter provided.

All garbage as defined in this ordinance shall be deposited and kept in such cans, and nothing other than garbage shall be placed or suffered to be placed or deposited therein.

SECTION 2. Within ten days after the first day of April, A.D. 1916, and within ten days after the first day of April of each year hereafter, during which any contract for collecting and disposing of garbage as hereinafter provided shall expire, the city council shall cause public advertisement for not less than ten days to be made in a newspaper published in said city, for proposals for the collection and dispostion of the garbage in said city during such numbers of the next ensuing fiscal years of said city as it may deem advisable.

At the first meeting of the city council in May of the year A.D.1916, and at its first meeting in the month of May following the expiration of any such contract, the city council shall act on any proposals submitted for such purpose, but shall have the right to reject all proposals submitted and to re-advertise therefor, as may in its judgment be advisable.

When in the judgment of the city council suitable and fair proposals for such purpose have been received, it shall award to the lowest responsible bidder, and enter with him or them into a contract for the collection and disposition of the garbage in said city in accordance with such proposal, and the expense of the collection and disposition of garbage thereunder shall be paid from the special tax collected and to be collected annually for such purpose, as authorized and provided by law.

SECTION 3. No vehicle shall be used for the collection and disposition of garbage within the city of DeKalb unless the body of the same used to contain garbage transported therein consists of metal with tight joints, or of wood with a metal lining with tight joints and is fitted with a tightly fitting metal or metal lined cover, and so arranged that no portion of the garbage transported therein shall be left or scattered upon the streets, avenues, alleys or public places or elsewhere in said city.

SECTION 4. The person or persons entering into contract with said city for collection and dispostion of garbage, shall make collections thereof from each premises at least three times during each week from May 1st, to October 1st of each year, and at least twice each week from October 1st of each year to May 1st of the next succeeding year, and as much oftener as may be necessary to remove whatever garbage may collect or accumulate at each premises.

Such person or persons shall also notify the owner or person in charge of each premises, by a card to be provided by such person

Section 5. The person or persons entering into contract with said city as aforesaid, and all other persons having occasion to collect and transport garbage through or upon the streets, avenues, alleys and public places of said city, shall not suffer or permit vehicles in which the same is so transported to stand or be exposed in said city to the damage, injury or annoyance of any person or persons, nor deposit the same in any quantity whatever within the corporate limits of said city, nor at any place within one mile outside the corporate limits of said city in such manner or in such quantities as to create or constitute a nuisance, damage or annoyance or offense to persons or property.

Section 6. The person or persons to whom such contract shall be awarded, shall be required to enter into bond, in a sum and with sureties to be fixed and approved by the city council, guaranteeing the proper and faithful performance of such contract, and the observance by the person or persons entering into the same with said city of the rules and regulations of the Board of Health and the ordinances of said city at any time in force and effect during the period covered by such contract.

Section 7. The term "garbage" as used in this ordinance, shall be taken, held and construed to mean waste or decayed fruit, animal or vegetable matter, liquid or otherwise, accumulating from the preparation, use, cooking, dealing in or storing of meat, fish, fowl, fruit or vegetable matter of all kinds from either private or business premises or manufactories, but not ashes, manure or night soil; provided, that this definition shall not entitle the person or persons so entering into such contract to refuse to receive and transport garbage containing a comparatively small proportion of other waste matter or material.

Section 8. Nothing in this ordinance contained shall be construed to prevent owners or tenants from disposing upon their premises of garbage accumulating thereupon, providing the same is done in such manner as not to violate any of the provisions of the ordinances or rules or regulations of the Board of Health of said city, adopted and in force from time to time.

Section 9. Every person violating, neglecting or refusing to comply with any or either of the provisions of this ordinance shall upon conviction thereof be fined not less than Five Dollars nor more than Two Hundred Dollars for each offense. Each day's continuance in any violation, neglect or refusal to observe or comply with any of the provisions of this ordinance shall constitute a separate offense.

Section 10. This ordinance shall take effect and be in force from and after its passage, approval and publication as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held upon the 4th day of April, A.D.1916, and approved by me this 10th day of April, A.D.1916.

P M Joslin
Mayor.

Attest, G R Blackman
City Clerk.

Published in the DeKalb Daily Chronicle on April 11th, 1916.

in the County of DeKalb in the State of Illinois:

rth Tenth St.
ving Ordinance.

The undersigned Board of Local Improvements of the City of DeKalb hereby submit a draft of an ordinance providing for the improvement of North Tenth Street in said city by grading, curbing, paving and draining the same by special assessment, together with an estimate of the cost of said proposed improvement, as provided by law, and do hereby state that said Board has complied with all requirements of the statute in such case made and provided relative to said improvement, and recommends the passage of said ordinance and the construction of said improvement, as provided by law.

P. N. Joslin,

A. G. Kennedy,

S. W. Boardman,

A. R. Russell,
Board of Local Improvements
of the City of DeKalb.

To the Mayor and City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

I submit herewith a revised estimate of the cost of improving the roadway of Tenth Street, and the roadways of intersecting and abutting streets and alleys between the east and west lines of Tenth Street, from the north line of Lincoln Highway to the south line of Pleasant Street, except the following spaces:

Between a line two feet south of and parallel with the south rail of the south track, and a line eight and one half feet north of and parallel with the north rail of the north track of the Chicago & Northwestern Railway Company;

Between a line two feet north of and parallel with the track of the Chicago Great Western or De Kalb & Great Western Railway Company, and a line two feet south of and parallel with the south rail of the north private track of the American Steel & Wire Company.

Between lines two feet on the outside on each side of and parallel with the three south private tracks of the American Steel and Wire Company.

(exlcuding from said estimate, however, the expense of construction of that portion of said improvement between the rails and one and one half feet on the outside on each side thereof, of the track of the De Kalb, Sycamore and Interurban Traction Company, to be constructed by said company under the provisiosn of its franchise ordinance.)

By grading, curbing with sand, gravel and cement concrete combined six inch curb and eighteen inch gutter, on three inch cinder foundation with quarter inch asphalt filled expansion joints, except between a line eight and one half feet north of and parallel with the north rail of the north track of the Chicago & Northwestern Railway Company, and a line two feet south of and parallel with the south rail of the north private track of the American Steel & Wire Company; paving with brick pavement four inches in thickness with asphalt filler, on gravel foundation five inches in thickness and sand cushion one inch in thickness, of the width of twenty-one feet from the north line of Lincoln Highway to the south line of Locust Street, and of the width of twenty-seven feet from the north line of Locust Street to a line two feet south of and parallel with the south rail of the south track of the Chicago & Northwestern Railway Company, and from a line two feet north of and parallel with the track of the Chicago Great Western or DeKalb & Great Western Railway Company to the south line of Pleasant Street; and by grading and paving with a steel reinforced cement, sand, crushed granite and crushed limestone concrete pavement seven inches in thickness and of the width of thirty feet, with integral concrete curb six inches in width, with quarter inch asphalt filled expansion joints, from a line two feet south of and parallel with the south rail of the north private track of the American Steel & Wire Company to a line eight and one-half feet north of and parallel with the north rail of the north track of the Chicago & NorthwesternRailway Company ; and by draining said pavement with a sufficient number of drain sewer inlets for the proper drainage of the same, and with side wings for intersections at State and Market Streets of the width of twenty-four feet, and at Oak and Locust Streets of the width of thirty feet, and for intersecting and abutting alleys of the width of one foot less than the width of such alleys, in accordance with a resolution of the Board of Local Improvements of the City of De Kalb adopted on the 19th day of February, A.D.1916, as follows:

Cost of sand gravel and cement concrete combined six inch curb and eighteen inch gutter, with three inch cinder foundation and quarter inch asphalt filled expansion joints, 3412 lineal feet, at $.70 per lineal foot, 2388.40

Cost of brick pavement, including four inch brick surface, five inch gravel foundation and one inch sand cushion and asphalt filler, complete, 4170 square yards, at $1.70 per square yard, 7089.00

, Cost of cement, sand, crushed granite and crushed limestone concrete six inch curb, with quarter inch asphalt filled expansion joints, 518 lineal feet, at $.50 per lineal foot, 259.00

Cost of steel reinforced sand, cement, crushed granite and crushed limestone concrete pavement, with quarter inch asphalt filled expansion joints, complete, 853 square yards at $1.80 per square yard, 1535.40

Cost of 12 drain sewer inlets, set complete, at $30. each, 360.00

Total Cost of work, $12351.80

Cost of making and collecting assessment therefor, 741.10

Total Cost of Improvement, $13092.90

And I hereby certify that in my opinion the above estimate does not exceed the probable cost of said improvement and the lawful expenses attending the same.

Dated Feb. 19th, A.D.1916.

Engineer of the Board of
Local Improvements of the City of
DeKalb, in DeKalb County, Illinois.

AN ORDINANCE 254B

providing for the improvement of North Tenth Street by special assessment.

BE IT ORDAINED BY THE CITY COUNCIL of the City of DeKalb, in the County of De Kalb in the State of Illinois:

SECTION 1. A local improvement shall be made within the City of DeKalb, in the County of DeKalb in the State of Illinois, the nature, character, locality and description of which shall be as follows:

The Improvement of the roadway of Tenth Street, and the roadways of intersecting and abutting streets and alleys between the east and east lines of Tenth Street, from the north line of Lincoln Highway to the south line of Pleasant Street, except the following spaces:

Between a line two feet south of and parallel with the south rail of the south track, and a line eight and one half feet north of and parallel with the north rail of the north track of the Chicago & Northwestern Railway Company;

Between a line two feet north of and parallel with the north rail of the track of the Chicago Great Western or DeKalb & Great Western Railway Company, and a line two feet south of and parallel with the south rail of the north private track of the American Steel & Wire Company;

Between lines two feet on the outside on each side of and parallel with the three south private tracks of the American Steel & Wire Company;

By grading, curbing with sand, gravel and cement concrete combined curb and gutter on cinder foundation with asphalt filled expansion joints, and paving with brick pavement on gravel foundation and sand cushion, with asphalt filler, from the north line of Lincoln Highway to a line two feet south of and parallel with the south rail of the south track of the Chicago & Northwestern Railway Company; and from a line two feet north of and parallel with the track of the Chicago Great Western or DeKalb & Great Western Railway Company to the south line of Pleasant Street; and

By grading and paving with steel reinforced cement, sand, crushed granite and crushed limestone concrete pavement and integral concrete curb, with asphalt filled expansion joints, from a line eight and one half feet north of and parallel with the north rail of the north track of the Chicago & Northwestern Railway Company, to a line two feet south of and parallel with the south rail of the north private track of the American Steel & Wire Company; and

The center line of the improvement shall be the center line of Tenth Street from Lincoln Highway to an intersection with a line two feet south of and parallel with the south rail of the south track of the Chicago & Northwestern Railway Company; a southerly production of the east line of Block Fourteen of Gilson's Addition, from the south line of Oak Street to an intersection with a line eight and one half feet north of and parallel with the north rail of the north track of the Chicago & Northwestern Railway Company; and the center line of Tenth Street from the south line of Pleasant Street to the south line of Oak Street.

GRADING:- The subgrade for said improvement shall be prepared between the roadway edges of the gutter, in the brick paved portion of the improvement, and between the roadway edges of the curb in the concrete paved portion of the improvement, by bringing the same when completed as in this ordinance provided, to a true and uniform surface, ten inches below and parallel with the finished surface of said brick pavement, and seven inches below and parallel with the finished surface of said concrete pavement, when completed as in this ordinance provided.

In grading, no ploughing shall be done below the line of the finished sub grade. The surface of the sub grade shall be carefully dressed off with picks, shovels and other hand tools to the grade above provided. All filling which forms a part of the finished sub grade shall be made with suitable excavated material taken from other protions of said street, and laid in layers of not to exceed six inches in depth, and each layer as laid shall be thoroughly rolled with the road roller hereinafter mentioned. All material which cannot be sufficiently compacted in the sub grade shall be removed and replaced with suitable filling, as above provided.

The sub grade shall be thoroughly compacted by rolling with said road roller. All places and corners practically inaccessible to the roller shall be thoroughly tamped with a tamper of twenty-five pounds weight. When the rolling and tamping are completed, the surface shall be at exact sub grade, as above provided.

COMBINED CONCRETE CURB AND GUTTER:- A combined six inch curb and eighteen inch gutter of cement, sand and gravel concrete, on a three inch cinder foundation, with quarter inch asphalt filled expansion joints, constructed as hereinafter provided, shall be laid as follows:

Along the west side of said street, from the south line of Pleasant Street to the north line of Oak Street produced easterly, and along the east side of said street, from the south line of Pleasant Street to a point twenty-three feet north, measured along the roadway edge line of the curb and gutter produced, from an intersection of such line produced with the center line of Oak Street except between lines two and one half feet north and south, respectively, of and parallel with the north and south lines of intersecting and abutting alleys and the same produced toward the center line of the improvement, and between lines twenty feet north and south, respectively, of and parallel with the center lines of State Street and Market Street; with the upper roadway edge lines of the gutters thirteen and one half feet from and parallel with the center line of the improvement;

Along the east and west sides of said street, from the north line of Lincoln Highway, to points twenty-three feet south, measured along the roadway edge line of the curb produced, from an intersection of such roadway edge line produced with the center line of Locust Street, except between lines two and one half feet north and south, respectively, of the north and south lines of the abutting alley in Block Twenty-six of Gilson's Addition produced toward the center line of the improvement, with the roadway edge line of the gutter ten and one half feet from and parallel with the center line of the improvement;

Along the east and west sides of said street, from a line two feet south of and parallel with the south rail of the south track of the Chicago & Northwestern Railway Company, to points twenty-three feet north, measured along the roadway edge lines of the curb and gutter produced, from an intersection of such roadway edge line produced with the center line of Locust Street, except between lines two and one half feet north and south, respectively, of the north and south lines of the alley in Block Twenty-three of Gilson's Addition and parallel therewith produced toward the center line of the improvement; with the roadway edge line of the gutter thirteen and one half feet from and parallel with the center line of the improvement;

Along the north and south sides of the roadways of State and Market Streets, from the east and west lines of Tenth Street, toward the center line of the improvement, to points eight feet distant, on each side of said improvement, from intersections of the roadway edge line of the curb produced, with the roadway edge line of the curb provided for along the east and west sides of Tenth Street at said intersections, with the roadway edge line of the gutter ten and one half feet from and parallel with the center line of said Streets, respectively;

From the west line of Block Nineteen of Gilson's Addition produced northerly, along the north side of Oak Street, to the east line of Block Fourteen of Gilson's Addition produced southerly, and along the north side of Oak Street from the east line of Block Fifteen of Gilson's Addition produced southerly, to a point eight feet distant from an intersection of the roadway edge line of the curb produced toward the center of the improvement, with the roadway edge line of the curb above provided for along the east side of Tenth Street produced southerly, with the roadway edge line of the gutter thirteen and one half feet north of and parallel with the center line of Oak Street;

Along the north and south sides of the roadway of Locust Street, from the east and west lines of Tenth Street, toward the center line of the improvement, to points eight feet distant from intersections of the roadway edge of the curb produced, with the roadway edge line of the curb above provided for along the east and west sides of Tenth Street at Locust Street, produced toward the center line of the improvement, with the roadway edge line of the gutter thirteen and one half feet from and parallel with the center line of Locust Street;

From the east and west lines of Tenth Street, at alley intersections, with the back edge lines of the curb coinciding with the lines of said alleys produced toward the center line of the improvement, to points three feet distant from intersections of the roadway edge line of the curb produced, with the roadway edge lines of the curb along the east and west sides of said street;

The ends of the straight curb and gutter above provided for at the intersections of State, Market and Locust Streets, and at the northeast corner of the intersection at Oak Street, shall be connected with curved curb and gutter of the dimensions and materials and constructed in the manner hereinafter provided, having the roadway face formed to the true arc of a circle with a radius of eight feet;

The ends of such straight curb and gutter at alley intersections shall be connected with like curb and gutter having the roadway face formed to the true arc of a circle having a radius of three feet;

The ends of the straight curb and gutter above provided for at the northwest corner of the intersection on Oak Street shall be connected with like curved curb and gutter having the roadway face formed to the true arc of a circle having a radius of fifteen feet.

The combined curb and gutter shall be constructed in the following manner:

A trench shall be excavated, the bottom of which shall be thoroughly compacted to an even surface, twenty-four inches in width, and nine inches below the upper surface of the gutter and fifteen inches below the upper surface of the curb, and parallel therewith, when finished as in this ordinance provided.

A bed of cinders shall be placed in the trench when thus prepared, and thoroughly compacted to an even surface after being flooded with water, so as to be of the thickness when completed of three inches.

Forms for the curb and gutter shall be placed upon the cinder foundation thus prepared, and before the concrete is placed in the forms, they shall be thoroughly sprinkled.

The concrete for the first or base course shall consist of one part best Portland cement, two and one half parts clean, sharp sand, and four parts of clean washed gravel, small enough in any diameter to pass through a ring of one and one fourth inches internal diameter.

The cement, sand and gravel shall be first thoroughly mixed dry, and then sufficient water added to form a concrete of such a consistency that it will flush readily under light tamping, but may be handled without causing a separation of the coarse aggregate from the mortar. This mixture shall be placed in the forms and handled rapidly and sufficiently tamped. In no case shall concrete which has partially hardened be used. This course when tamped shall be of sufficient thickness, so that with the addition of the finishing course described, the curb and gutter will be of the dimensions provided in this ordinance.

The finishing course shall be composed of one part best Portland cement and two parts clean, sharp sand, which shall first be thoroughly mixed dry, and then sufficient water added to make a mixture of such a consistency as will not require tamping. This course shall be evenly spread to the thickness of three-fourths of an inch over the curb and gutter surface of the foundation course, in such manner as to insure an even surface, after being trowelled and finished with a brush.

in depth on the roadway face above the surface of the gutter. The heighth at the back of the curb shall be twelve inches. The gutter flags shall be eighteen inches in width and six inches in thickness.

The upper roadway edge of the curb shall be rounded to the true arc of a circle having a radius of one and one half inches, and the junction of the gutter and roadway face of the curb shall be convex in form shaped to the true arc of a circle of the same radius as the upper roadway edge of the curb.

The curb and gutter shall be back filled with earth free from animal and vegetable matter. The back filling shall be three feet in width at the top of the curb and even therewith, and slope down at the rate of one and one half feet horizontal to one foot vertical.

The upper roadway edges of the upper surface of the gutter flags shall be one and one half inches above the surface of the gutter at the curb line. The top of the back edge of the curb shall be one and one half inches above the established grade of said street, as in this ordinance provided, between the initial and terminal points of said improvement, except as otherwise provided at side wings for intersecting and abutting streets and alleys. The upper surface of the gutter flags shall form a uniform slope from the roadway edge to the curb line.

At all street and alley intersections, the upper surface of the curb shall be a uniform slope from the grade of the sidewalks at the street line to the grade of the upper surface of the straight curb along the sides of the street, at the junction with the straight curb.

The curb and gutter shall be cut through its entire depth with a clean cut at right angles to its length and perpendicular to its surface, at intervals of as nearly as possible, but in no case exceeding five feet.

Quarter inch expansion joints shall be made through the entire depth of the curb and gutter, at intervals of as nearly as possible, but in no case exceeding one hundred feet, perpendicular to the surface and at right angles to the length, which joints shall be filled, after the concrete has set sufficiently to permit, with asphalt filler of the same kind, and in the same manner, as in this ordinance provided for asphalt filler for brick pavement.

BRICK PAVEMENT:- Upon the subgrade for brick pavement when completed as above provided, shall be spread a layer of good bank gravel of sufficient depth so that after being thoroughly rolled with the road roller hereinafter mentioned, and all places practically inaccessible thereto thoroughly tamped with a tamper of twenty-five pounds weight, the depth of the gravel shall be five inches.

A sand cushion of clean sand, equal to the best obtainable in the vicinity of De Kalb, and of such size that it will pass through a screen with meshes one eighth of an inch square, and of sufficient thickness to be of the depth of one inch after the rolling of the pavement is completed, shall be spread upon the gravel foundation, and shaped with scrapers or templets to the exact form of the surface of the finished pavement, as in this ordinance provided.

A pavement of paving bricks, which bricks shall be four inches in depth, eight inches in length and two and three fourths inches in thickness, and equal in all respects in quality to the best paving bricks manufactured and obtainable in the vicinity of and in Galesburg, Illinois, shall be laid between the roadway faces of the gutters, and at the intersection at Oak Street, between the east line of Block Nineteen of Gilson's Addition produced northerly to the west line of Block Fifteen of Gilson's Addition produced southerly, to the west line of Block Fifteen of Gilson's Addition produced southerly, from the roadway edge of the gutters for the sidewing along the north side of Oak Street, to said line two feet north of and parallel with the track of the DeKalb & Great Western or Chicago Great Western Railway Company, upon such sand cushion.

The bricks shall be set on edge, close together. Joints parallel with the longest dimension shall be straight. Joints at right angles to the longest dimension shall be broken by four inches. No bats or broken brick shall be used. Half bricks, which shall be carefully cut, shall be used to start and finish courses. All whole and half bricks shall be so set as to make close joints with each other and with the gutters.

The road roller to be used in rolling the surface of the sub grade shall weigh not less than four hundred pounds per lineal inch of roller, and the road roller to be used in rolling the gravel and finished brick pavement shall weigh not less than on hundred twenty pounds nor more than one hundred seventy pounds lineal inch

The surface of the pavement, when laid as above provided, shall be thoroughly rolled with the road roller mentioned, and all places practically inaccessible thereto shall be thoroughly tamped with a tamper of twenty-five pounds weight.

When the rolling of the pavement has been completed, the interstices between the bricks and between the bricks and the roadway edges of the gutters, shall be completely filled with asphalt filler. The material for the filler shall be asphalt containing at least ninety-two per cent of bitumen soluble in carbon bisulphide, at least ninety-eight and one half per cent of which bitumen shall be soluble in cold carbon telrachloride.

The asphalt shall have a melting point of not less than one hundred seventy nor more than two hundred fifty degrees Fahrenheit and shall be applied by heating to a temperature of not less than three hundred fifty nor more than four hundred degrees Fahrenheit, and poured from suitable pouring cans especially adopted for the purpose.

After the filler has been poured and before it has cooled, the surface of the pavement shall be covered with a thin coat of clean fine sand, thoroughly swept with brooms over the surface of the asphalt.

The surface of the brick pavement at the center line of the improvement, when completed as above provided, shall be at and conform to the established grade of said street as in this ordinance provided.

The surface of the finished brick pavement at the roadway edges of the gutters shall be one half inch above the upper surface of the gutters. It shall be uniformly two and one half inches below such established grade, except as is otherwise herein provided at street and alley intersection side wings, at the roadway edges of the gutters.

At side wings for alleys, the brick pavement shall rise in a uniform slope from the roadway edge lines of the straight curb along the sides of the street to the street line, with the surface uniformly four inches below the grade of the upper surface of the curb of the side wings, from the roadway edge line of the curb along the sides of the street, to the north or south or east or west line of the street, as the case may be.

At side wings for abutting or intersecting streets, the finished surface of the brick pavement along the center line of such intersecting streets and of abutting streets produced, shall coincide with the established grade at the center line of the improvement, and shall descend in a uniform convex slope of the form of the true arc of a circle from the center line of the intersecting street or of the abutting street produced to the roadway edges of the gutters.

A transverse section of the finished surface of the brick pavement, except at and within side wings for alleys, shall be a true arc of a circle, passing through the pavement at the upper roadway edges of the gutters and the center line of the finished surface of the pavement at every part thereof, between the above mentioned initial and terminal points of said improvement.

Paving brick of the same kind used in the surface of the brick pavement shall be set on end, with sides abutting, in a continuous line, flush with the finished surface of the pavement at the ends thereof where a junction with other pavement is not effected under the provisions of this ordinance, and along the lines of said street at street and alley intersections between the roadway edges of the gutter flags.

Within the space between the rails of the tracks of the DeKalb-Sycamore & Interurban Traction Company, and one and one half feet on the outside on each side thereof, the crown above provided for shall be altered so far as may be necessary to meet the grade of said track, which shall, at the time of constructing that portion of said improvement between the rails of its tracks and for one and one half feet on the outside on each side thereof as hereinafter provided, relay its track so as to conform to the established grade of said street as in this ordinance provided.

The portion of the improvement between the rails of the track, of said De Kalb, Sycamore & Interurban Traction Company and for one and one half feet on the outside on each side thereof, shall be constructed by said company and the expense thereof paid by it, as provided in and by the franchise ordinance heretofore granted to it by the City of De Kalb on the 28th day of July, A.D.1906, in accordance with the provisions of this ordinance, at the time of the construction of the remainder of said improvement, in all respects as closely as the nature of the work will permit.

north of and parallel with the north rail of the north track of the Chicago & Northwestern Railway Company, to a line two feet south of and parallel with the south rail of the north private track of the American Steel & Wire Company, with the center line of said improvement as the center line thereof, in the manner following;

The sub grade shall be prepared, as elsewhere provided in this ordinance for brick pavement, and brought to a true and uniform surface seven inches below and parallel with the upper surface of the pavement, and thirteen inches below and parallel with the upper surface of the curb, when completed as in this ordinance provided. When thus prepared, the surface of the sub grade shall be thoroughly wet, but not sufficiently to leave standing water or pools when the concrete is placed.

A foundation course five inches in thickness, composed of one part best Portland cement, two and one half parts clean, sharp sand, graded from coarse to fine and containing not to exceed three per cent of clay, a nd four parts of clean, durable, hard, crushed limestone rock, graded in size, with no flat, soft or elongated particles, and small enough in any dimension to pass through a ring of one and one half inches internal diameter, and ranging in size from one and one half inches down, not more than five per cent to pass through a screen having four meshes per linear inch, and neither sand nor limestone to contain any vegetable or other deleterious matter, shall be spread upon the subgrade when prepared as above provided;

The cement, sand and limestone shall first be thoroughly mixed dry, and then sufficient water added so that after thoroughly mixing, the same will be of such consistency that light tamping will produce a close, dense mass without separating the various particles. The concrete after being mixed shall be rapidly deposited, in successive batches and in a continuous operation, and any necessary tamping performed.

Immediately after any necessary tamping, steel reinforcing fabric, weighing not less than three pounds per square yard, shall be placed upon and lightly pressed into the surface of the foundation course between the roadway curb lines, extending to within two inches of but not across the expansion joints hereinafter mentioned, Adjacent widths of fabric shall be lapped not less than four inches when the lap is made at right angles to the center line of the pavement, and not less than one foot when the lap is made parallel thereto;

A wearing course six inches in width and eight inches in depth for the curb, and two inches in depth for the full width of the pavement, composed of one part best Portland cement, one part of sand of the quality provided for the foundation course, and one and one half parts of clean, crushed granite, free from vegetable or other deleterious matter, containing no flat or elongated particles, and of a size to pass when dry through a screen having one half inch openings, and not more than ten per cent to pass when dry through a screen having one fourth inch openings, mixed and with the addition of water as provided for the foundation course, shall be spread, in the manner above provided, upon the foundation course immediately after placing the steel reinforcing fabric. In no case shall more than forty-five minutes elapse between the spreading of the foundation course and the upper or wearing course.

The upper six inches of the curb shall be built in forms, which just prior to placing the concrete therein shall be thoroughly sprinkled with water. As soon as possible after the concrete has hardened sufficiently, the forms shall be removed, all protruding and coarse particles pushed back into the concrete, and any holes left shall be filled with mortar composed of one part best Portland cement and two parts clean, sharp sand, moistened with the proper quantity of water to form a mortar. The roadway and upper surfaces shall be finished with a wooden float in such manner as to thoroughly compact the same, and produce a finished surface free from depressions or inequalities of any kind.

The upper or wearing course of the pavement shall be struck off for the entire width by a templet or strike board. After being brought to the grade of the finished surface, as in this ordinance provided, with the templet or strike board, any holes left shall be filled with mortar composed of one part best Portland cement and two parts clean, sharp sand, moistened with a sufficient quantity of water to produce a mortar. The surface shall be finished from a suitable bridge, no part of which shall come in contact with the concrete. The finished surface of the pavement shall not vary more than one fourth of an inch from the specified contour.

The upper roadway edge of the curb shall be rounded to a true arc of a circle having a radius of one and one half inches, and the junction of the curb and pavement surfaces shall be concave shaped to the true arc of a circle of the same radius;

until suitable covering can be placed. As soon as may be done without damage to the concrete, the surface of the pavement shall be covered with not less than two inches of earth, kept wet for at least ten days.

Expansion joints one fourth of an inch in width shall be left extending through the entire depth of pavement and curb, at right angles to the center line of the improvement, and perpendicular to the finished surface, at intervals of as nearly as possible but in no case exceeding thirty-six feet, which joints shall be filled with asphalt of the same kind and applied in the same manner as elsewhere in this ordinance provided for asphalt filler for brick pavement;

The finished surface of the concrete pavement when completed as in this ordinance provided, shall be at and conform to the established grade of said street as in this ordinance provided, along the center line of the improvement.

The heighth of the curb above the pavement at the roadway edges shall be six inches. The upper surface of the curb shall be uniformly two and one half inches above such established grade.

A transverse section of the finished surface of the pavement shall be a true arc of a circle passing through the roadway edge of the pavement and the ceneter line thereof, at every part of the roadway of said street.

GRADE:- The established grade of said street shall be and the same is hereby established as follows, to-wit, between the initial and terminal points of said improvement:

Beginning at the intersection of the center line of the improvement with the north line of Lincoln Highway, at an elevation of 110.1 feet above the established city datum, which is a plane 100 feet below the top of the front stone door step at the front entrance to the City Hall in said city, thence,

Ascending .2 foot in a distance of 20 feet, thence
Ascending .5 foot in a distance of 20 feet, thence
Ascending 3.4 feet in a distance of 100 feet, thence
Ascending 1.0 foot to a point 11 feet north of the south line of Locust Street, thence
On a level for a distance of 38 feet, thence
Descending 3.6 feet in a distance of 155 feet, thence
Descending 2.3 feet in a distance of 80 feet, thence
Descending .2 foot to a point 2 feet south of the south rail of the south track of the Chicago & Northwestern Railway Company, to the grade of the upper surface of said rail;
From a point 8½ feet north of the north rail of the north track of said railway company, at an elevation of 108.6 feet, thence
Ascending .1 foot to a point 2 feet south of the south rail of the south private track of the American Steel & Wire Company;
From a point 2 feet north of the north rail of the south private track of said company, at an elevation of 108.7 feet, thence
Descending .2 feet in a distance of 25 feet, thence
Ascending .2 foot to a point 2 feet south of the south rail of the center one of the three south private tracks of said company;
From a point 2 feet north of the north rail of said last mentioned center one of said three south private tracks, at an elevation of 108.7 feet, thence
Descending .2 foot in a distance of 20 feet, thence
Ascending .2 foot to a point 2 feet south of the south rail of the north one of the three south private tracks of said company;
From a point 2 feet north of the north one of the three south private tracks of said company, at an elevation of 108.7 feet, thence
Descending .4 foot in a distance of 80 feet, thence
Descending .4 foot to a point 2 feet south of the south rail of the north private track of said company;
From an intersection of the center line of Oak Street with the center line of Tenth Street north of Oak Street produced southerly, at an elevation of 108.6 feet, thence
Descending .8 foot in a distance of 160 feet, thence
Descending 2.5 feet to a point 14 feet north of the south line of Market Street, thence
Descending .2 feet in a distance of 32 feet, thence
Ascending 2.2 feet to a point 14 feet north of the south line of State Street,
Thence descending .2 foot in a distance of 32 feet, thence
Descending 2.9 feet to the south line of Pleasnt Street.

Such ascents, descents and levels shall be uniform slopes and courses between the points mentioned, along the center line of said improvement.

DRAIN SEWER INLETS:- The drain sewer inlets for the draining of said pavement shall be circular in form, of thirty inches internal diameter, composed of concret base, walls of two course brick masonry, eight inches in thickness, and fitted with Suburban style sewer manhole curb, weighing not less than two hundred five pounds, and covered with a grated iron cover weighing not less

The bottom shall be constructed of concrete composed of one part of best Portland cement, two and one half parts clean sharp sand and four parts of clean washed gravel, to be mixed and placed in position in the same manner as in this ordinance provided for the foundation course for combined curb and gutter.

The walls shall be laid with two rings of the same quality of paving brick used in the pavement, giving a thickness of eight inches to the walls, in cement mortar composed of one part best Portland cement and two parts clean, sharp sand. The tops shall be drawn in with header courses, and fitted with the manhole curb above provided.

An eight inch sewer pipe shall be placed one foot above the bottom of each inlet, and connected on as direct a course as possible with drain tile of the same size, with the nearest drain sewer to such inlet.

One of such inlets shall be set as above provided, with the center of the cover twelve inches from the roadway face of the curb in each of the following locations on said improvement.

One on each side of said improvement, five feet south of the south rail of the south track of the Chicago & Northwestern Railway Company;

One on each side of the improvement midway (measured along the roadway surface of the curb) between the south private track, and the center one of the three south private tracks of the American Steel & Wire Company;

One on each side of the improvement midway (measured along the roadway surface of the curb,) between the center one of the three south private tracks, and the north one of the three south private tracks, ~~and the north one of the three south private tracks~~ of said company;

One on each side of the improvement midway (measured along the roadway surface of the curb) between the two north private tracks of said company;

One in the center of each of the curved curbs at the intersection of Market Street;

SECTION 2. The recommendation of the Board of Local Improvements of said city for the passage of this ordinance and the construction of said improvement, together with the estimate of cost thereof, over the signature of A. R. Russell, Engineer of said Board, both of which are hereto attached, shall be and the same are hereby approved.

SECTION 3. The expense of connecting the drain sewer inlets with drain sewers, as in this ordinance provided, shall be paid by general taxation.

SECTION 4. The remainder of said improvement, except the portion thereof to be constructed by the De Kalb, Sycamore & Interurban Traction Company, shall be made, and the cost thereof including the sum of Seven Hundred Forty-one Dollars and Ten Cents, being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefited thereby, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and the said sum of Seven Hundred Forty-One Dollars and Ten Cents, shall be applied toward the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said Act and all amendments thereof.

SECTION 5. The aggregate amount to be assessed against property under this ordinance and also each individual assessment, shall be divided into ten annual installments in accordance with the provisions of said act, and said installments shall bear interest at the rate of five per cent per annum, from the time, and shall become due and payable, and shall be collected, as provided by said act and all amendments thereof.

The first of said installments shall become due and payable on the second day of January next succeeding the date of the first voucher issued on account of work done, the second installment one year thereofter, and so on, annually, until all installments are paid.

SECTION 6. Bonds payable out of said installments when collected, bearing interest at the rate of five per cent per annum, payable annually, shall be issued in all respects in conformity with the provisions of said act and all amendments thereof, signed by the Mayor and attested by the City Clerk of said City under the corporate seal thereof, for the purpose of anticipating the collection of the second and succeeding installments of such special assessment.

in said county and state, in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act and all amendments thereof.

SECTION 8. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at an adjourned regular meeting thereof on the 22nd day of April A.D. 1916, and approved by me, this 24th day of April A.D.1916.

P N Jodine
Mayor.

Attest--G R Blackman
City Clerk.

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AN ORDINANCE 244

appointing members of the Board of Local Improvements for the year ending April 30th 1917.

Board of Local Improvement Or for year endin April 30th, 19

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

SECTION 1. That Alderman Hiland, Jacobson, Nelson, Boardman, and Kennedy, be and they are hereby appointed as members, with the Mayor and Public Engineer of said City, of the Board of Local Improvements for the year ending April 30th, A.D.1917, and all parts of ordinances in conflict herewith are hereby repealed.

Passed by the City Council of the City of DeKalb on the 2nd day of May, A. D. 1916, and approved by me this 3rd day of May, 1916.

P N Jodine
Mayor.

Attest-G R Blackman
City Clerk.

d. amending
ct. 4, Chap.1
usements.

AN ORDINANCE

amending Section 4 of Chapter 1 on Amusement of the Revised Ordinances.

BE IT ORDAINED by the City Council of the City of DeKalb, in the county of De Kalb in the State of Illinois:

Section 1. That Section 4 of Chapter 1 on Amusements of the Revised Ordinances of the City of De Kalb, passed April 4th, 1914, be amended so as to read as follows:

4.FEES FOR LICENSE. §4. Each license shall express for what it is granted and the time for which it is to continue, and the following license fee shall be charged for such license granted as aforesaid, and paid by the person or persons applying for the same to the Mayor or City Clerk on the issuance of such license, as follows, to-wit:

First: For each entertainment of the first class, $3.00.

Second:For each entertainment of the second class, $2.50.

Third: For each entertainment of the third class, $3.00.

Fourth: For entertainments of the fourth class, the following sums:

For each circus, or wild west show, or circus and Menagerie, or circus and menagerie and side show or shows combined, $50.00 for each day.

For each carnival, $25.00 per day.

For concerts, variety or minstrel shows or other entertainments of the fourth class, $25.00 for each day.

Section 2. This ordinance shall take effect and be in force and effect from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held April 22nd, 1916, and approved by me, this 24th day of April, A.D.1916.

P. M. Dolin
Mayor.

Attest G. H. Blackman
City Clerk

258

AN ORDINANCE

changing the name of Newton Street to Haish Avenue.

Ordinance Changing Name of Newton St. Haish Avenue.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of De Kalb in the State of Illinois:

Section 1. The name of the strip or half street designated on the plat of Andrew Peterson's Addition in the City of DeKalb, the same being recorded in Book "B" of Plats on Page 119 in the Recorder's Office of said county, as Newton Street, shall be and the same is hereby changed to Haish Avenue.

Passed by the City Council of the City of De Kalb at a regular meeting held on the 6th day of June, 1916, and approved by me, this 9th day of June, A.D.1916.

C. M. Washburn
Mayor.

Attest,

G. R. Blackman
City Clerk.

AN ORDINANCE 75

ropriation
. for Year
ing April
1917.

making appropriations for corporate purposes of the City of De Kalb, for the fiscal year of said city from May 1st, 1916 to April 30th 1917, inclusive.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of De Kalb in the State of Illinois:

Section 1. The following sums, or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of DeKalb, a municipal corporation of DeKalb County, in the State of Illinois, for the fiscal year of said city beginning May 1st, 1916, and ending April 30th 1917, inclusive:

Salaries		$6000.00
Fire Department		10500.00
Police Department		7700.00
Streets & Alleys		3000.00
Sidewalks		2000.00
Maintenance of Waterworks		13000.00
Extension of Waterworks		2000.00
Sewers & Drains		3000.00
Street Lighting		11000.00
Public Buildings & Grounds		3100.00
Health Department		1500.00
Parks		4000.00
Incidentals		4000.00
Board of Local Improvements		3000.00
Public Hospital	$4000.00	
Library	2500.00	
Garbage Disposal	4000.00	10500.00
Bonds and Interest.		
Pavement Bonds of 1902, Nos. 25 to 32 inclusive	4000.00	
Interest on Pavement Bonds of 1902	200.00	
Interest on Engine House Bonds of 1903	360.00	
Interest on Sewer Bonds 1905	240.00	
Interest on Waterworks Extension Bonds of 1910	427.50	
Interest on Waterworks Extension Bonds of 1912	787.50	6015.00
Total		$90315.00

All unexpended balances of any items of any general appropriation of this ordinance may be expended by making up any deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

Section 2. This ordinance shall take effect and be in force from and after ten days from its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held June 6th 1916, and approved by me this 10th day of June, A.D. 1916.

P M Dolan
Mayor.

Attest: G N Blackman
City Clerk.

Amendment Sec of Ord. provi for Regulatio Collection an Disposition o Garbage.

amending Section 2 of an ordinance entitled, "An Ordinance providing for and regulating the collection and disposition of garbage."

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb in the State of Illinois:

Section 1. Section 2 of an ordinance entitled, "An Ordinance Providing for and regulating the collection and disposition of garbage," passed April 4th, 1916, and approved April 10th, 1916, shall be and the same is hereby amended so as to read as follows:

Section 2. Within ten days after the first day of April, 1917, and of each year hereafter during which any contract entered into as hereinafter provided for collecting and disposing of garbage shall expire, the city council shall cause public advertisement to be made for not less than ten days in a newspaper published in said city for proposals for collection and disposition of garbage in said city during the next ensuing or such number of next ensuing fiscal years of said city as it may deem advisable.

At the first meeting of the city council in July 1916, and on the 1st of May of each year, thereafter, following the expiration of any such contract, the city council shall receive and consider such proposals as may be submitted for such purpose pursuant to such advertisement, and shall have the right to reject all proposals submitted and re-advertise therefor from time to time, as may in its judgment be advisable and for the best interests of said city.

If in the judgment of the city council suitable and fair proposals shall be made pursuant to such advertisement, it may award to the lowest responsible bidder and enter with him or them into contract for the collection and disposition of garbage thereunder in accordance with such proposal and the provisions of this ordinance; or, if in the judgment of the city council, after such proposals have been received, it shall appear that the collection and disposition of the garbage in said city can be performed and effected more economically by said city, said city shall have the right through its city council and duly authorized agents to undertake and carry on the collection and disposition of garbage; in either of which events, the expense of collection and disposition of such garbage shall be paid from the special tax levied and collected and to be annually collected and levied for such purpose, as authorized and provided by law.

Section 3. This ordinance shall be in force and effect from and after its passage and approval as provided by law.

Passed by the City Council of the City of DeKalb on the 10th day of June, A.D.1916, and approved by me this 13th day of June A.D.1916.

P M Pahl
Mayor.

Attest,

G. N. Blackman
City Clerk.

providing for the issuance of Thirty-five Thousand Dollars ($35,000.00) Public Hospital Bonds.

1. providing
Issuance
$35,000.
blic Hospital
nds.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. There shall be borrowed on the credit of the City of DeKalb the sum of Thirty-five Thousand Dollars ($35,000.00), for the purpose of erecting and equipping an additional building or buildings to be used as a part of the DeKalb Public Hospital heretofore established in said city, and for the purpose of purchasing necessary real estate as a site for such building or buildings.

The negotiable coupon bonds of said city shall be issued for such purpose to the amount aforesaid, and shall be dated on the 1st day of September A. D. 1916, and shall bear interest at the rate of four and one-half per centum per annum, payable semi-annually on March 1st and September 1st, of each year subsequent to their date, except as to the final interest payment date on bonds numbered from one hundred forty-two to one hundred fifty, inclusive, which shall be on the date of maturity thereof on August 1st, 1936;

Such bonds shall be numbered from one to one hundred fifty, inclusive, bonds number one to one hundred, inclusive, shall be of the denomination of One Hundred Dollars ($100.00) each, and bonds number one hundred one to one hundred fifty, inclusive, shall be of the denomination of Five Hundred Dollars ($500.00) each, and all of said bonds shall mature in order of their numbers, Twenty-five Hundred Dollars ($2500.00) on September 1st, 1924, Two Thousand Dollars ($2000.00), on September 1st, 1925, Two Thousand Dollars ($2000.00) on September 1st, 1926, Two Thousand Dollars ($2000.00) on September 1st, 1927, Two Thousand Dollars ($2000.00) on September 1st, 1928, Two Thousand Dollars ($2000.00) on September 1st, 1929, Two Thousand Dollars ($2000.00) on September 1st, 1930, Two Thousand Dollars on September 1st, 1931, Two Thousand Dollars on September 1st, 1932, Four Thousand Dollars ($4000.00) on September 1st, 1933, Four Thousand Dollars ($4000.00) on September 1st, 1934, Four Thousand Dollars ($4000.00) on September 1st, 1935, and Four Thousand Five Hundred Dollars ($4500.00) on August 1st, 1936;

There shall be and is hereby levied, and there shall be collected upon the taxable property in said City of De Kalb subject to its municipal tax, a direct annual tax for each of the years 1916 to 1935, both inclusive, sufficient to pay the principal and interest of said bonds when and as the same become due.

Section 2. A special election shall be held in and for said city, as provided by law, on Tuesday August 1st, 1916, at the polling places hereinafter mentioned, and the following named persons shall be judges and clerks of said election;

FIRST WARD.

Judges.	Clerks.
F.J. Flusch	H. G. Hanway
E. Carter	M. W. Hickey
Chas. Camp	Frank Graffam

Polling Place, Foiles Garage on South First Street.

Judges. Clerks.

Ernest Collin — J. G. Lundberg
C. A. Anderson — Herbert Carlson
Harry Hall — A. B. Steuben

Polling Place, Haish Auditorium Office, on North Second Street;

THIRD WARD.

Judges. Clerks.

Park Van Ordstrand — Victor Strem
Gus Johnson — Elsie Minard
Christina Anderson — E. M. Louis

Polling Place, Finnish Hall on North Eleventh Street.

FOURTH WARD.

Judges Clerks.

Bertha Johnson — Nellie Swain
Geo. E. Bristow — Roy Spicer
Geo Hubbard — C. I. Dickerman

Polling Place, Bristow's Barn on South Seventh Street.

FIFTH WARD

Judges. Clerks.

J. H. Jarboe — S. D. Arnold
M. Hanrahan — E. W. Baldwin
Mrs. Mertie Brooks — Mrs. Sophia Swanson

Polling Place, City Hall on South Second Street.

Section 3. At said special election the question of approval of this ordinance and the issuance of bonds herein provided for, shall be submitted to the legal voters of said city for their approval, and due and proper notice of said election shall be given, as provided by law, which notice shall contain a copy of this ordinance.

Section 4. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held July 5th, A.D.1916, and approved by me, this 6th day of July, A.D. 1916.

P M Woodin
Mayor.

Attest,

G N Blackman
City Clerk.

Published in the DeKalb Daily Chronicle on July 7th, 1916.

AN ORDINANCE

itional
ropriation
. ($35,000)
Public
pital pur-
es.

making an additional appropriation for the fiscal year of the city of De Kalb ending April 30th, 1917, of the sum of Thirty-five Thousand Dollars, for the purposes of the DeKalb Public Hospital.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

Section 1. That a petition having on this date been presented to the city council of the city of De Kalb, which said city council has upon investigation ascertained to be signed by a majority in numbers of the legal voters of said city, sanctioning and consenting to the making by said city council of an additional appropriation of the sum of Thirty-five Thousand Dollars ($35,000.00) for the fiscal year of said city ending April 30th, 1917, for the purposes of the De Kalb Public Hospital, in addition to the appropriation heretofore made for such purpose by the appropriation ordinance for said fiscal year ending April 30th, 1917, passed and approved on the 6th day of June, 1916, the further sum of Thirty-five Thousand Dollars ($35,000.00) or so much thereof as may be authorized by law, is hereby appropriated for the fiscal year of said city beginning May 1st, 1916, and ending April 30th, 1917, for the purposes of the De Kalb Public Hospital.

Section 2. This ordinance shall take effect and be in force from and after ten days from its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held on August 1st, 1916, and approved by me, this first day of August, 1916.

P. M. Johnson
Mayor.

Attest
G R Blackman
City Clerk.

in the County of De Kalb in the State of Illinois:

The undersigned Board of Local Improvements of the City of De Kalb hereby submit a draft of an ordinance providing for the improvement of a portion of Locust Street in said city by grading, curbing, paving and draining the same by special assessment, together with an estimate of the cost of said proposed improvement, as provided by law, and do hereby state that said Board has complied with all requirements of the statute in such case made and provided relative to said improvement, and recommends the passage of said ordinance and the construction of said improvement, as provided by law.

P. N. Joslin,
A. G. Kennedy,
S. W. Boardman,
A. R. Russell.
Board of Local Improvements
of the City of De Kalb.

To the Mayor and City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

I submit herewith a revised estimate of the cost of improving the roadway of Locust Street, and the roadways of intersecting and abutting streets and alleys between the north and south lines of Locust Street, from the east line of First Street to the west line of Sixth Street, except the protions of the roadway of Locust Street included within the intersections thereof at Second, Third and Fourth Streets which are now paved, and excepting, also, the space between lines two feet on the outside on each side of and parallel with the rails of the south private track and the north and south dummy crossing track of the American Steel & Wire Company,

By grading, curbing with sand, gravel and cement concrete combined six inch curb and gutter, on three inch cinder foundation, with quarter inch asphalt filled expansion joints and paving with brick pavement four inches in thickness and of the width of twenty-seven feet with asphalt filler, on gravel foundation five inches in thickness with sand cushion one inch in thickness, from the east line of First Street to the west line of Fourth Street; and by grading and paving with a steel reinforced cement, sand, crushed granite and crushed limestone concrete pavement seven inches in thickness and of the width of twenty-eight and one half feet, with integral concrete curb six inches in width, and quarter inch asphalt filled expansion joints, from the east line of Fourth Street to the west line of Sixth Street; and by draining said pavement with a sufficient number of drain sewer inlets for the proper drainage of the same, with side wings for intersecting and abutting alleys of the width of one foot less than the width of such alleys, in accordance with a resolution adopted by the Board of Local Improvements of the City of De Kalb on the 19th day of February, A.D.1916, as follows:

Cost of preparing subgrade, including grading, filling, embankments and removal of surplus material, 1200 cubic yards at $.40 per cubic yard,	$480.00
Cost of sand, gravel and cement concrete combined six inch curb and eighteen inch gutter, with three inch cinder foundation and quarter inch asphalt filled expansion joints, 2050 lineal feet at $.70 per lineal foot,	1435.00
Cost of brick pavement, including four inch brick surface, five inch gravel foundation and one inch sand cushion and asphalt filler, complete, 3075 square yards at $1.70 per square yard,	5227.50
Cost of cement, sand, crushed granite and crushed limestone concrete six inch curb, with quarter inch asphalt filled expansion joints, 1460 lineal feet at $.50 per lineal foot,	730.00
Cost of steel reinforced cement, sand, crushed granite and crushed limestone concrete pavement, with quarter inch asphalt filled expansion joints, 2300 square yards, at $1.80 per square yard,	4140.00
Cost of 3 drain sewer inlets, set complete, at $30. each,	90.00
Total cost of work,	$12102.50
Cost of making and collecting assessment therefor;	726.15
Total cost of improvement,	$12828.65

And I hereby certify that in my opinion the above estimate does not exceed the probable cost of said improvement, and the lawful expenses attending the same.

Dated Feb. 19th, 1916.

A. R. Russell,
Engineer of the Board of
Local Improvements of the City
of DeKalb, in DeKalb Co., Ill.

providing for the improvement of a portion of Locust Street by special assessment.

BE IT ORDAINED BY THE City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

SECTION 1. A local improvement shall be made within the City of De Kalb, in the County of De Kalb in the State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

The improvement of the roadway of Locust Street from the east line of First Street to the west line of Sixth Street, including the roadways of intersecting and abutting alleys between the north and south lines of Locust Street, by grading, curbing with concrete combined curb and gutter on cinder foundation with asphalt filled expansion joints, and paving with brick pavement on gravel foundation with sand cushion and asphalt filler, from the east line of First Street to the west line of Fourth Street, excepting the portions of the roadway of Locust Street included within the intersections thereof at Second and Third Streets, which are now paved, and grading, paving with a steel reinforced concrete pavement with integral concrete curb, with asphalt filled expansion joints, from the east line of Fourth Street to the west line of Sixth Street, excepting the space between lines two feet on the outside on each side of and parallel with the rails of the south private track and the north and south dummy crossing track of the American Steel & Wire Company, and draining said pavement by means of drain sewer inlets.

The center line of the improvement shall be the center line of Locust Street from the east line of First Street to the west line of Fourth Street, and from the east line of Fourth Street to the West line of Sixth Street a line twenty-nine feet south of and parallel with the north line of Locust Street.

GRADING:- The subgrade for said improvement shall be prepared between the roadway edges of the gutters, in the brick paved portion of the improvement, and between the roadway edges of the curb in the concrete paved portion of the improvement, by bringing the same when completed as in this ordinance provided, to a true and uniform surface, ten inches below and parallel with the finished surface of said brick pavement, and seven inches below and parallel with the finished surface of said concrete pavement, when completed as in this ordinance provided.

In grading, no ploughing shall be done below the line of the finished sub grade. The surface of the sub grade shall be carefully dressed off with picks, shovels and other hand tools to the grade above provided. All filling which forms a part of the finished sub grade shall be made with suitable excavated material taken from other portions of said street, and laid in layers of not to exceed six inches in depth, and each layer as laid shall be thoroughly rolled with the road roller hereinafter mentioned. All material

removed and replaced with suitable filling, as above provided.

The sub grade shall be thoroughly compacted by rolling with said road roller. All places and corners practically inaccessible to the roller shall be thoroughly tamped with a tamper of twenty-five pounds weight. When the rolling and tamping are completed, the surface shall be at exact sub grade, as above provided.

COMBINED CURB AND GUTTER:- A combined six inch curb and eighteen inch gutter of cement, sand and gravel concrete, on three inch cinder foundation with quarter inch asphalt filled expansion joints constructed as hereinafter provided, shall be laid along each side of the center line of the improvement, with the roadway edge lines of the gutters thirteen and one half feet distant from and parallel with the center line of the improvement, except between the east and west lines of Second Street and between the east and west lines of Third Street, and except between lines two and one half feet east and west, respectively, of the east and west lines of intersecting and abutting alleys produced, toward the center line of the improvement, from the east line of First Street to the west line of Fourth Street;

From the north and south lines of Locust Street, between First and Fourth Street, at alley intersections, with the back edge lines of the curb coinciding with the lines of said alleys produced toward the center line of the improvement, to points three feet distant from intersections with the roadway edge lines of the straight curb along the sides of said Street;

The ends of the straight curb and gutter so provided for at alley intersections, shall be connected with curved curb and gutter, of the dimensions and materials and constructed in the manner hereinafter provided, having its roadway face formed to the truearc of a circle having a radius of three feet.

The combined curb and gutter shall be constructed in the following manner:

A trench shall be excavated, the bottom of which shall be thoroughly compacted to an even surface, twenty-four inches in width, and nine inches below the upper surface of the gutter and fifteen inches below the upper surface of the curb, and parallel therewith, when finished as in this ordinance provided.

A bed of cinders shall be placed in the trench when thus prepared, and thoroughly compacted to an even surface after being flooded with water, so as to be of the thickness when completed of three inches.

Forms for the curb and gutter shall be placed upon the cinder foundation thus prepared, and before the concrete is placed in the forms, they shall be thoroughly sprinkled.

The concrete for the first or base course shall consist of one part best Portland cement, two and one half parts clean, sharp sand, and four parts of clean washed gravel, small enough in any diameter to pass through a ring of one and one fourth inches internal diameter.

dry, and then sufficient water added to form a concrete of such a consistency that it will flush readily under light tamping, but may be handled without causing a separation of the coarse aggregate from the mortar. This mixture shall be placed in the forms and handled rapidly and sufficiently tamped. In no case shall concrete which has partially hardened be used. This course when tamped shall be of sufficient thickness, so that with the addition of the finishing course described, the curb and gutter will be of the dimensions provided in this ordinance.

The finishing course shall be composed of one part best Portland cement and two parts clean, sharp sand, which shall first be thoroughly mixed dry, and then sufficient water added to made a mixture of such a consistency as will not require tamping. This course shall be evenly spread to the thickness of three-fourths of an inch over the curb and gutter surface of the foundation course, in such manner as to insure an even surface, after being trowelled and finished with a brush.

The curb shall be uniformly six inches thick and six inches in depth on the roadway face above the surface of the gutter. The heighth at the back of the curb shall be twelve inches. The gutter flags shall be eighteen inches in width and six inches in thickness.

The upper roadway edge of the curb shall be rounded to the true arc of a circle having a radius of one and one half inches, and the junction of the gutter and roadway face of the curb shall be convex in form, shaped to the true arc of a circle of the same radius as the upper roadway edge of the curb.

The curb and gutter shall be back filled with earth free from animal and vegetable matter. The back filling shall be three feet in width at the top of the curb and even therewith, and slope down at the rate of one and one half feet horizontal to one foot vertical.

The upper roadway edges of the upper surface of the gutter flags shall be one and one half inches above the surface of the gutter at the curb line. The top of the back edge of the curb shall be one and one half inches above the established grade of said street, as in this ordinance provided, between the initial and terminal points of said improvement, except as otherwise provided at side wings for intersecting and abutting streets and alleys. The upper surface of the gutter flags shall form a uniform slope from the roadway edge to the curb line.

At all street and alley intersections, the upper surface of the curb shall be a uniform slope from the grade of the sidewalks at the street line to the grade of the upper surface of the straight curb along the sides of the street, at the junction with the straight curb.

The curb and gutter shall be cut through its entire depth with a clean cut at right angles to its length and perpendicular to its surface, at intervals of as nearly as possible, but in no case exceeding five feet.

tire depth of the curb and gutter, at intervals of as nearly as possible, but in no case exceeding one hundred feet, perpendicular to the surface and at right angles to the length, which joints shall be filled, after the concrete has set sufficiently to permit, with asphalt filler of the same kind, and in the same manner, as in this ordinance provided for asphalt filler for brick pavement.

BRICK PAVEMENT:- Upon the sub grade for brick pavement, when completed as above provided, shall be spread a layer of good bank gravel, of sufficient depth, so that after being thoroughly rolled with the road roller hereinafter mentioned, and all places practically inaccessible thereto thoroughly tamped with a tamper of twenty-five pounds weight, the depth of the gravel shall be five inches.

A sand cushion of clean sand, equal to the best obtainable in the vicinity of De Kalb, and of such size that it will pass through a screen with meshes one eighth of an inch square, and of sufficient thickness to be of the depth of one inch after the rolling of the pavement is completed, shall be spread upon the gravel foundation, and shaped with scrapers and templets to the exact form of the finished surface of the pavement as in this ordinance provided.

A pavement of paving bricks, which brick shall be four inches in depth, eight inches in length and two and three fourths inches in thickness, and equal in all respects in quality to the best paving bricks manufactured and obtainable in the vicinity of and in Galesburg, Illinois, shall be laid between the roadway faces of the gutters, upon such sand cushion.

The bricks shall be set on edge, close together. Joints parallel with the longest dimension shall be straight. Joints at right angles to the longest dimension shall be broken by four inches. No bats or broken brick shall be used. Half bricks shall be used to start and finish courses, and shall be carefully cut. All whole and half brick shall be so set as to make close joints with each other and with the curbing.

The road roller to be used in rolling the surface of the sub-grade of the improvement, shall weigh not less than four hundred pounds per lineal inch of roller, and the road roller to be used in rolling the gravel and finished brick pavement shall weigh not less than one hundred twenty pounds nor more than one hundred seventy pounds per lineal inch of roller, both measured on the surface of the roller parallel with the axis thereof.

The surface of the pavement, when laid as above provided, shall be thoroughly rolled with the road roller mentioned, and all placed practically inaccessible thereto shall be thoroughly tamped with a tamper of twenty-five pounds weight.

When the rolling of the pavement has been completed, the interstices between the bricks and between the bricks and the roadway edges of the gutters, shall be completely filled with asphalt filler.

least ninety-eight and one half per cent of which bitumen shall be soluble in cold carbon telrachloride.

The asphalt shall have a melting point of not less than one hundred seventy nor more than two hundred fifty degrees Fahrenheit and shall be applied by heating to a temperature of not less than three hundred fifty nor more than four hundred degrees Fahrenheit, and poured from suitable pouring cans especially adapted for the purpose.

After the filler has been poured and before it has cooled, the surface of the pavement shall be covered with a thin coat of clean fine sand, thoroughly swept with brooms over the surface of the asphalt.

The surface of the brick pavement at the center line of the improvement, when completed as above provided, shall be at and conform to the established grade of said street as in this ordinance provided.

The surface of the finished brick pavement at the roadway edges of the gutters shall be one half inch above the upper surface of the gutters. It shall be uniformly two and one half inches below such established grade, except as is otherwise herein provided at street and alley intersection side wings, at the roadway edges of the gutters.

At side wings for alleys, the brick pavement shall rise in a uniform slope from the roadway edge lines of the straight curb along the sides of the street to the street line, with the surface uniformly four inches below the grade of the upper surface of the curb of the side wings, from the roadway edge line of the curb along the sides of the street, to the north or south or east or west line of the street, as the case may be.

At side wings for abutting or intersecting streets, the finished surface of the brick pavement along the center line of such intersecting streets and of abutting streets produced, shall coincide with the established grade at the center line of the improvement, and shall descend in a uniform convex slope of the form of the true arc of a circle from the center line of the intersecting street or of the abutting street produced to the roadway edges of the gutters.

A transverse section of the finished surface of the brick pavement, except at and within sidewings for alleys, shall be a true arc of a circle, passing through the pavement at the upper roadway edges of the gutters and the center line of the finished surface of the pavement at every part thereof, between the above mentioned initial and terminal points of said improvement.

Paving brick of the same kind used in the surface of the brick pavement shall be set on end, with sides abutting, in a continuous line, flush with the finished surface of the pavement at the ends thereof where a junction with other pavement is not effected under the provisions of this ordinance, and along the lines of said street at street and alley intersections between the road-way edges of the

CONCRETE PAVEMENT AND CURB:- A steel reinforced concrete pavement twenty-eight and one half feet in width, with integral concrete curb six inches in width, with side wing of the width of seventeen feet for the abutting alley in Block Twenty-four, along the south side of said improvement, shall be constructed from the east line of Fourth Street to the west line of Sixth Street, with the center line of said improvement as the center line thereof, in the manner following:

The sub grade shall be prepared, as elsewhere provided in this ordinance for brick pavement, and brough to a true and uniform surface seven inches below and parallel with the upper surface of the pavement, and thirteen inches below and parallel with the upper surface of the curb, when completed as in this ordinance provided. When thus prepared, the surface of the sub grade shall be thoroughly wet, but not sufficiently to leave standing water or pools when the concrete is placed;

A foundation course five inches in thickness, composed of one part best Portland cement, two and one half parts clean, sharp sand, graded from coarse to fine and containing not to exceed three per cent of clay, and four parts of clean, durable, hard, crushed limestone rock, graded in size, with no flat, soft or elongated particles, and small enough in any dimension to pass through a ring of one and one half inches internal diameter, and ranging in size from one and one half inches down, not more than five per cent to pass through a screen having four meshes per linear inch, and neither sand nor limestone to contain any vegetable or other deleterious matter, shall be spread upon the sub grade when prepared as above provided;

The cement, sand and limestone shall first be thoroughly mixed dry, and then sufficient water added so that after thoroughly mixing, the same will be of such consistency that light tamping will produce a close, dense mass without separating the various particles. The concrete after being mixed shall be rapidly deposited in successive batches and in a continuous operation, and any necessary tamping performed.

Immediately after any necessary tamping, steel reinforcing fabric, weighing not less than three pounds per square yard, shall be placed upon and lightly pressed into the surface of the foundation course between the roadway curb lines, extending to within two inches of but not across the expansion joints hereinafter mentioned. Adjacent widths of fabric shall be lapped not less than four inches when the lap is made at right angles to the center line of the pavement, and not less than one foot when the lap is made parallel thereto;

A wearing course six inches in width and eight inches in depth for the curb, and two inches in depth for the full width of the pavement, composed of one part of best Portland cement, one part of sand of the quality provided for the foundation course, and one

or other deleterious matter, containing no flat or elongated particles, and of a size to pass when dry through a screen having one half inch openings, and not more than ten per cent to pass when dry through a screen having one fourth inch openings, mixed and with the addition of water as provided for the foundation course, shall be spread, in the manner above provided, upon the foundation course immediately after placing the steel reinforcing fabric. In no case shall more than forty-five minutes elapse between the spreading of the foundation course and the upper or wearing course.

The upper six inches of the curb shall be built in forms, which just prior to placing the concrete therein shall be thoroughly sprinkled with water. As soon as possible after the concrete has hardened sufficiently, the forms shall be removed, all protruding and coarse particles pushed back into the concrete, and any holes left shall be filled with mortar composed of one part of best Portland cement and two parts of clean, sharp sand, moistened with the proper quantity of water to form a mortar. The roadway and upper surfaces shall be finished with a wooden float in such manner as to thoroughly compact the same and produce a finished surface free from depressions or inequalities of any kind.

The upper or wearing course of the pavement shall be struck off for the entire width by a templet or strike board. After being brought to the grade of the finished surface, as in this ordinance provided, with the templet or strike board, any holes left shall be filled with mortar composed of one part best Portland cement, and two parts clean, sharp sand, moistened with a sufficient quantity of water to form a mortar. The surface shall be finished from a suitable bridge, no part of which shall come in contact with the concrete. The finished surface of the pavement shall not vary more than one fourth of an inch from the specified contour.

The upper roadway edge of the curb shall be rounded to a true arc of a circle having a radius of one and one half inches, and the junction of the surface of the pavement and curb shall be concave shaped to the true arc of a circle of the same radius.

As soon as the surface of the pavement is hardened sufficiently to prevent pitting, it shall be sprayed with water and kept wet until suitable covering can be placed. As soon as may be done without damage to the concrete, the surface of the pavement shall be covered with not less than two inches of earth, kept wet for at least ten days.

Expansion joints one fourth of an inch in width shall be left extending through the entire depth of the pavement and curb, at right angles to the center line of the improvement, and perpendicular to the finished surface, at intervals of as nearly as possible but in no case exceeding thirty-six feet, which joints shall be filled with asphalt of the same kind and applied in the same manner as elsewhere in this ordinance provided for asphalt filler for brick pavement.

in the straight curb along the south side thereof, with the center of such opening at the center line of the alley in Block Twenty-four produced. A side wing for such alley shall be constructed from such opening to the south line of said alley, consisting of concrete pavement of the full width of the space between the roadway faces of the curb, with integral curb of the width of six inches, composed of the materials and constructed in the manner and of the dimensions above provided. The back edge of the curb lines of the side wing shall coincide with the east and west lines of said alley produced, from the south line of said street to points three feet distant from intersections with the roadway face line of the curb above provided for along the south side of said street. The ends of the straight curb on the side wing, and along the south side of the street, shall be connected on each side with curved curb, composed of the materials and constructed of the dimensions and in the manner above provided, and having the roadway face formed to the arc of a circle having a radius of three feet.

The finished surface of the pavement, when completed as in this ordinance provided, shall be at and conform to the established grade of said street, as in this ordinance provided, along the center line of the improvement.

The heighth of the curb above the pavement at the roadway edges shall be six inches. The upper surface of the curb, except in such side wing, shall be uniformly two and one half inches above such established grade. The curb of the side wing shall rise in a uniform slope along its upper surface, from the junction of the curved curb with the straight curb along the south side of the street, to a grade at the south line of the street six inches above the grade of the upper surface of the straight curb at such point of junction. The surface of the pavement in such side wing shall be uniformly six inches below the grade of the upper surface of the curb in such side wing.

A transverse section of the finished surface of the pavement excepting the finished surface within the alley side wing, shall be a true arc of a circle, passing through the roadway edge of the pavement and the center line thereof, at every part of the roadway of said street.

GRADE:- The established grade of said street shall be and the same is hereby established as follows, to-wit, between the initial and terminal points of said improvement:

Beginning at the intersection of the center line of the improvement with the east line of North First Street, at an elevation of 81.1 feet above the established city datum, which is a plane 100 feet below the top of the front stone door step at the front entrance to the City Hall in said city, thence,

Ascending .4foot in a distance of 60 feet; thence,

Ascending 2.3 feet to a point 50 feet west of the west line of Second Street, thence

feet, ascending 1.0 foot in a distance of 100 feet, thence

Ascending 2.4 feet to a point 70 feet west of the west line of Third Street, thence

Ascending .9 foot to the west line of Third Street;

From the east line of North Third Street at an elevation of 90.1 feet, ascending .5 foot in a distance of 100 feet, thence,

Ascending 4.1 feet in a distance of 180 feet, thence,

Ascending 1.8 feet to the west line of Fourth Street;

From the east line of Fourth Street at an elevation of 97.2 feet to a point two feet west of the west rail of the dummy crossing track of the American Steel & Wire Company at the grade of the upper surface of said rail;

From a point two feet east of the east rail of said dummy crossing track at an elevation of 97.2 ascending 2.0 feet in a distance of 185 feet, thence

Ascending 1.7 feet to the west line of Sixth Street.

Such ascents and descents shall be uniform slopes and courses along the center line of said improvement, between the points mentioned.

DRAIN SEWER INLETS:- The drain sewer inlets for the draining of said pavement shall be circular in form,of thirty inches internal diameter, composed of concrete base, walls of two course brick masonry, eight inches in thickness, and fitted with Suburban style sewer manhole curb, weighing not less than two hundred five pounds, and covered with a grated iron cover weighing not less than ninety-five pounds, the cover to be flush with the gutter and the surface of the concrete bottom of the inlet or catch basin to be four feet below the upper surface of the gutter.

The bottom shall be constructed of concrete composed of one part of best Portland cement, two and one half parts clean sharp sand and four parts of clean washed gravel, to be mixed and placed in position in the same manner as in this ordinance provided for the foundation course for combined curb and gutter.

The walls shall be laid with two rings of the same quality of paving brick used in the pavement, giving a thickness of eight inches to the walls, in cement mortar composed of one part best Portland cement and two parts clean, sharp sand. The tops shall be drawn in with header courses, and fitted with the manhole curb above provided.

An eight inch sewer pipe shall be placed one foot above the bottom of each inlet, and connected on as direct a course as possible with drain tile of the same size, with the nearest drain sewer to such inlet.

One of such inlets shall be set as above provided, with the center of the cover twelve inches from the roadway face of the curb in each of the following locations on said improvement:

One along the south side of said improvement two hundred seventy-two feet east of the east line of Fourth Street;

One on each side of said improvement two hundred eighty-seven feet east of the east line of Fourth Street;

struction of said improvement, together with the estimate of cost thereof, over the signature of A. R. Russell, Engineer of said Board, both of which are hereto attached, shall be and the same are hereby approved.

SECTION 3. The expense of connecting the drain sewer inlets with drain sewers, as in this ordinance provided, shall be paid by general taxation.

SECTION 4. The remainder of said improvement shall be made, and the cost thereof including the sum of Seven Hundred Twenty-Six Dollars and Fifteen Cents, being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for, and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefited thereby, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements", approved June 14, 1897, in force July 1st, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and the said sum of Seven Hundred Twenty-six Dollars and Fifteen Cents, shall be applied toward the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said Act and all amendments thereof.

SECTION 5. The aggregate amount to be assessed against property under this ordinance and also each individual assessment, shall be divided into ten annual installments in accordance with the provisions of said act, and said installments shall bear interest at the rate of five per cent per annum, from the time, and shall be come due and payable, and shall be collected, as provided by said act and all amendments thereof.

The first of said installments shall become due and payable on the second day of January next succeeding the date of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

SECTION 6. Bonds payable out of said installments when collected, bearing interest at the rate of five per cent per annum, payable annually, shall be issued in all respects in conformity with the provisions of said act and all amendments thereof, signed by the Mayor and attested by the City Clerk of said City under the corporate seal thereof, for the purpose of anticipating the collection of the second and succeeding installments of such special assessment.

SECTION 7. H. W. Prentice, City Attorney of said City, is hereby directed to file a petition in the City Court of De Kalb,

in said county and state, in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvment, in accordance with the provisions of this ordiance and said act and all amendments thereof.

SECTION 8. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof on the 7th day of March, A.D.1916, and approved by me, this 7th day of March, A.D.1916.

P M Joslin
Mayor.

Attest G H Blackman
City Clerk.

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AN ORDINANCE 250

PROVIDING for the use of special funds for the purchase of tax anticipation warrants.

Ordinance providing for Use Special Funds.

BE IT ORDAINED by the City Council of the City of De Kalb, in De Kalb County, Illinois:

Section 1. Any funds of said city set aside for a particular purpose and not immediately necessary therefor, may be used by said city in the purchase of tax anticipation warrants issued by said city, and all moneys paid in redemption of said warrants shall at once be credited to and replaced in such funds so held for such purposes, and the Mayor and City Clerk are hereby authorized to make such purchases with such funds when necessary to raise money as provided by law, to pay expenses for ordinary purposes of said city.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held July 5th, 1916, and approved by me, this 6th day of July, A.D.1916.

P M Joslin
Mayor.

Attest G H Blackman
City Clerk.

AN ORDINANCE 210

REGARDING THE HOLDING OF PARADES AND PUBLIC MEETINGS UPON THE STREETS AND PUBLIC PLACES OF DE KALB.

Ord. Regarding Holding Parades Public Gathering

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois.

Section 1. Whenever in the judgment of the Mayor, the holding of any parade or public meeting upon the streets, avenues or other public places of the City of De Kalb, is liable because of interference with traffic and public travel on such streets, avenues or public places to produce unwarranted obstruction to or interference with public travel and the general and common use thereof, or is liable for good and sufficient reasons to result in or be productive of public disorder, riots or breach of the peace, he shall have the authority and it shall be his duty, and it shall be the duty of the police department and officers of said city upon his order, to prevent and disperse such parades or public gatherings.

Section 2. Every person participating or taking part in any parade or public meeting held or attempted to be held upon the streets, avenues and public places of said city, which shall be ordered prevented or dispersed by the Mayor, pursuant to the authority conferred by this ordinance, and who shall persist in participation therein, after being directed by the Mayor, Alderman, or any police officer of said city acting under the orders of the Mayor, pursuant to such authority, to refrain therefrom, shall be deemed guilty of a violation of this ordinance, and upon conviction thereof, shall be fined not less than Five Dollars nor more than Two Hundred Dollars for each offense.

Section 3. This ordinance shall take effect and be in force from and after ten days from its passage, approval and publication as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting on July 5th, 1916, and approved by me, this 6th day of July, A.D.1916.

P. M. Joslin
Mayor.

Attest,
G. N. Blackman
City Clerk.

Published in the De Kalb Daily Chronicle, on July 7, 1916.

AN ORDINANCE

FOR THE LEVY AND ASSESSMENT OF TAXES FOR CORPORATE PURPOSES OF THE CITY OF DE KALB FOR THE FISCAL YEAR OF SAID CITY ENDING ON THE 30th DAY OF APRIL, A.D. 1917.

Levy Ord. for r Ending il 30, 1917.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section 1. The sum of Forty-Two Thousand and Ninety Dollars (42,090.00), the same being that part of the total appropriation heretofore made for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, Illinois, to be collected from the tax levy for the current fiscal year of said city, shall be and the same is hereby levied and assessed upon all real and personal property in said city subject to its municipal tax, as the same is assessed for state and county taxes for the current and fiscal year of said city (the appropriations for the current and fiscal year of said city for the year ending on the 30th day of April, A.D.1917, (the total amount of which has been ascertained by an ordinance passed by the City Council of said city on the 6th day of June, 1916, approved by the Mayor of said city on the 10th day of June, 1916, and published in the DeKalb Daily Chronicle, a daily secular newspaper of general circulation printed, published and circulated in said city, county and state for at least six months preceding the date of publication of said ordinance therein, on the 13th day of June A.D.1916, the amount of said appropriations being as follows:

Salaries - - - - - - - - - - - - - - - -		$6000.00
Fire Department		10500.00
Police Department		7700.00
Streets and Alleys		3000.00
Sidewalks		2000.00
Maintenance of Waterworks		13000.00
Extension of Waterworks		2000.00
Sewers and Drains		3000.00
Street Lighting		11000.00
Public Buildings & Grounds		3100.00
Health Department		1500.00
Parks		4000.00
Incidentals		4000.00
Board of Local Improvements		3000.00
		$73,800.00
Public Hospital - - - -	$4000.00	
Public Library	2500.00	
Garbage Disposal	4000.00	10,500.00
		$84,300.00

Bonds and Interest.

Pavement Bonds of 1902, Nos.25 to 32 inclusive, due 5/1/17	$4000.00	
Interest on pavement Bonds of 1902	200.00	
Interest on Engine House Bonds of 1903	360.00	
Interest on Sewer Bonds of 1905	240.00	
Interest on Waterworks Ext. Bonds of 1910.	427.50	
Interest on Waterworks Ext. Bonds of 1912	787.50	
Interest on Hospital Bonds of 1916	1575.00	7,590.00
	Total - - -	$91,890.00

The remaining amount of said appropriations shall be filled and raised from moneys on hand not otherwise appropriated and from other sources of revenue of said city, the said sum so levied and assessed as aforesaid being divided between said items of said appropriations, as follows:

Salaries - - - - - - - - - - - - - - - -	$4000.00
Fire Department - - - - - - - - - - - -	4000.00
Police Department	3000.00
Streets and Alleys	1000.00
Sidewalks	500.00
Maintenance of Waterworks	1000.00
Extension of Waterworks	1500.00
Sewers and Drains	1200.00
Street Lights	4000.00
Public Buildings	500.00
Health Department	1000.00
Parks,	400.00
Incidentals	1400.00
Board of Local Improvements	500.00
	$24000.00
Public Hospital	4000.00
Public Library	2500.00
Garbage Disposal	4000.00
Bonds and Interest (as aforesaid)	7590.00
Total, - - - -	$42090.00

Section 2. The City Clerk of said city is hereby directed to file with the County Clerk of De Kalb County, Illinois, on or before the third Tuesday of September, A.D.1916, a copy of this ordinance duly certified by him under the corporate seal of said city, as required by law.

Passed by the City Council of said City of De Kalb at an adjourned regular meeting thereof upon August 23rd, A.D.1916, and approved by me, this 24th day of August 1916.

P. M. Goodwin
Mayor.

Attest, G. H. Blackman
City Clerk.

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· DeKalb
). Hospital.

adopting a form of bond and fixing the details for the issuance of DeKalb Public Hospital Bonds in the sum of Thirty-five Thousand Dollars and providing for the levy of a tax to pay the same.

Whereas, on July 5th, 1916, there was passed by the City Council of the city of De Kalb, and approved by the Mayor of said city on the 6th day of July,A.D.,1916, and published as provided by law in the De Kalb Chronicle on July 7th, 1916, the following ordinance:

AN ORDINANCE

providing for the issuance of Thirty-five Thousand Dollars,($35,000.) Public Hospital Bonds.

BE IT ORDAINED by the city council of the City of De Kalb, in the County of DeKalb in the State of Illinois:

SECTION 1. There shall be borrowed on the credit of the City of De Kalb the sum of Thirty-five Thousand Dollars ($35,000.), for the purpose of erecting and equipping an additional building or buildings to be used as a part of the DeKalb Public Hospital heretofore established in said city, and for the purpose of purchasing necessary real estate as a site for such building or buildings.

The negotiable coupon bonds of said city shall be issued for such purpose to the amount aforesaid, and shall be dated on the 1st day of September A. D. 1916, and shall bear interest at the rate of four and one-half per centum per annum, payable semi-annually on March 1st, and September 1st, of each year subsequent to their date, except as to the final interest payment date on bonds numbered from one hundred forty-two to one hundred fifty, inclusive, which shall be on the date of maturity thereof on August 1st, 1936.

Such bonds shall be numbered from one to one hundred fifty, inclusive, bonds number one to one hundred, inclusive, shall be of the denomination of One Hundred Dollars ($100.00) each, and bonds number one hundred one to one hundred fifty, inclusive, shall be of the denomination of Five Hundred Dollars ($500.00) each, and all of said bonds shall mature in order of their numbers, Twenty-five Hundred Dollars ($2500.) on September 1st, 1924, Two Thousand Dollars ($2000.00) on September 1st, 1925, Two Thousand Dollars ($2000.) on September 1st, 1926, Two Thousand Dollars ($2000.) on September 1st, 1927. Two Thousand Dollars ($2000.) on September 1st, 1928, Two Thousand Dollars ($2000.) on September 1st, 1929, Two Thousand Dollars ($2000.) on September 1st, 1930, Two Thousand Dollars ($2000.) on September 1st,1931, Two Thousand Dollars ($2000.) on September 1st, 1932, Four Thousand Dollars ($4000.) on September 1st, 1933, Four Thousand Dollars, ($4000.) on September 1st, 1934, Four Thousand Dollars ($4000.) on September 1st,1935, and Four Thousand Five Hundred Dollars($4500.) on August 1st, 1936:

There shall be and is hereby levied, and there shall be collected upon the taxable property in said City of De Kalb subject to its municipal tax, a direct annual tax for each of the years 1916 to 1935, both inclusive, sufficient to pay the principal and interest of said bonds when and as the same become due.

Section 2. A special election shall be held in and for said city as provided by law, on Tuesday August 1st, 1916, at the polling places hereinafter mentioned, and the following named persons shall be judges and clerks of said election;

FIRST WARD.

Judges.	Clerks.
F. J. Flusch	H. G. Hanway
E. Carter	M. W. Hickey
Chas. Camp	Frank Graffam

Polling Place, Foiles Garage on South First Street.

SECOND WARD.

Judges.	Clerks.
Ernest Collin	J. G. Lundberg
C. A. Anderson	Herbert Carlson
Harry Hall	A. B. Steuben

Polling Place, Haish Auditorium Office, on North Second Street.

THIRD WARD.

Judges.	Clerks.
Park Vanordstrand	Victor Strem
Gus Johnson	Elsie Minard
Christina Anderson	E. M. Lewis

Polling Place, Finnish Hall on North Eleventh Street.

FOURTH WARD.

Judges.	Clerks.
Bertha Johnson	Nellie Swain
Geo. E Bristow	Roy Spicer
Geo. Hubbard	C. I. Dickerman

Polling Place, Bristow's Barn on So.Seventh Street.

FIFTH WARD.

Judges.	Clerks.
J. H. Jarboe	S. D. Arnold
M. Hanrahan	E.W. Baldwin
Mrs. Mertie Brooks	Mrs. Sophia Swanson

Polling Place, City Hall on South Second Street.

SECTION 3. At said special election, the question of approval of this ordinance and the issuance of bonds herein provided for, shall be submitted to the legal voters of said city for their approval, and due and proper notice of said election shall be given, as provided by law, which notice shall contain a copy of this ordinance.

SECTION 4. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of DeKalb at an adjourned regular meeting held July 5th, A.D.1916, and approved by me, this 6th day of July, A.D.1916.

P. N. Joslin,

Mayor.

Attest,
G. N. Blackman,

City Clerk.

Published in the De Kalb Daily Chronicle July 7th, 1916.

duly held according to law in said city on August 1st, 1916, and the city council of said city at its regular meeting held on that date ascertained by canvass of the returns of said election, of which due and proper notice as provided by law and of the submission of said ordinance was given, that said ordinance was approved at said election by a majority of the voters of said city voting at said election upon the question:

Now, Therefore, BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. There shall be borrowed upon the credit of the City of De Kalb, the sum of Thirty-five Thousand Dollars ($35,000.) for the purpose of erecting and equipping an additional building or buildings to be used as a part of the DeKalb Public Hospital heretofore established in said city, and for the purpose of purchasing necessary real estate as a site for such building or buildings, and that the negotiable coupon bonds of said city be issued therefor.

Such bonds shall be dated Septemebr 1st, 1916, and shall bear interest at the rate of four and one half per centum per annum, payable annually on the first days of March and September of each year subsequent to their date, except as to the final interest payment date on bonds numbered from one hundred forty-two to one hundred fifty, inclusive, which shall be on the date of maturity thereof on August 1st, 1936;

Such bonds shall be numbered from one to one hundred and fifty, inclusive; bonds number one to one hundred, inclusive, shall be of the denomination of One Hundred Dollars ($100.) each, and bonds number one hundred and one to one hundred and fifty, inclusive, shall be of the denomination of Five Hundred Dollars ($500.) each, and all of said bonds shall mature in order of their numbers, as follows:

Bonds No.'s 1 to 25, inclusive, $2,500.00 on Sept. 1st, 1924;
Bonds No.'s 26 to 45, inclusive, $2,000.00 on Sept. 1st, 1925;
Bonds No.'s 46 to 65, inclusive, $2,000.00 on Sept. 1st, 1926;
Bonds No.'s 66 to 85, inclusive, $2,000.00 on Sept. 1st, 1927;
Bonds No.'s 86 to 101, inclusive, $2,000.00 on Sept. 1st, 1928;
Bonds No.'s 102 to 105, inclusive, $2,000.00 on Sept. 1st, 1929;
Bonds No.'s 106 to 109, inclusive, $2,000.00 on Sept. 1st, 1930;
Bonds No.'s 110 to 113, inclusive, $2,000.00 on Sept. 1st, 1931;
Bonds No.'s 114 to 117, inclusive, $2,000.00 on Sept. 1st, 1932;
Bonds No.'s 118 to 125, inclusive, $4,000.00 on Sept. 1st, 1933;
Bonds No.'s 126 to 133, inclusive, $4,000.00 on Sept. 1st, 1934;
Bonds No.'s 134 to 141, inclusive, $4,000.00 on Sept. 1st, 1935;
Bonds No.'s 142 to 150, inclusive, $4,500.00 on August 1st, 1936;

The interest to accrue upon such bonds shall be evidenced by coupons of appropriate dates and amount, respectively, to be thereto attached, signed by the Mayor and City Clerk of said city by lithographed facsimile signatures of said officials, and such bonds shall be signed by the Mayor and attested by the City Clerk of said city under its corporate seal;

SECTION 2. Such bonds and coupons shall be in substantially the following form:

(Form of bond)

UNITED STATES OF AMERICA.

STATE OF ILLINOIS COUNTY OF DE KALB

CITY OF DE KALB

DE KALB PUBLIC HOSPITAL BOND

No._____ $_____

KNOW ALL MEN BY THESE PRESENTS, that the City of DeKalb, a municipal corporation of the county of De Kalb in the State of Illinois, hereby acknowledges itself to owe, and for value received, hereby promises to pay to bearer the sum of _____ Dollars, lawful money of the United States, on the 1st day of _____, A.D.192___, with interest thereon from the date hereof until paid, at the rate of four and one half per centum per annum from the date hereof until paid, payable on the first day of March of each year, and on the first day of September of each year (Bonds No.'s 142 to 150, inclusive, however, to contain the following in addition:

"provided, the date of final interest payment on this bond shall be August 1st, 1936.")

upon presentation and surrender of the annexed interest coupons as the same severally become due and payable.

The principal and interest of said bonds are hereby made payable at the office of the City Treasurer of said City of De Kalb, in said city.

And for the prompt payment of both principal and interest of this bond as aforesaid, the full faith, credit and resources of said city are hereby irrevocably pledged.

This bond is issued for the purpose of erecting and equipping an additional building or buildings to be used as a part of the De Kalb Public Hospital heretofore established in said city, and for the purpose of purchasing necessary real estate as a site for such building or buildings, pursuant to and in compliance with an act of the General Assembly of the State of Illinois entitled, "An Act to provide for the incorporation of Cities and Villages," approved April 10, 1872, as now amended, and an act of said General Assembly entitled, "An Act to enable cities to establish and maintain public hospitals," approved June 17, 1891, in force July 1, 1891, and ordinances duly passed by the City Council and approved by the Mayor of said city prior to the delivery hereof.

And it is hereby certified and recited that all conditions, things and acts required by law to exist, be or be done, precedent to and in the issuing of this bond have been, existed and been performed in due form and time; that the indebtedness of said city, including this bond, does not exceed any limitation imposed by law, that provision has been duly made by said city as provided by law, for the collection of a direct annual tax sufficient to pay the principal and interest of this bond when and as the same mature and become due and payable, and that the ordinance authorizing the issuance of this bond was submitted to the voters of said city at an election called and held as provided by law,

and approved by a majority of the voters of said city voting on the question of approval of said ordinance at said election.

IN WITNESS WHEREOF, the City of De Kalb has by its City Council caused this bond to be signed by its Mayor and attested by its City Clerk under its corporate seal, and the interest coupons hereto attached to be signed with the lithographed fac-simile signatures of its said officers, all this 1st. day of September, A. D. 1916.

M a y o r.

Attest: ---
City Clerk.

(Form of Coupon)

No.____ On the First day of _____, A.D.19___, the City of DeKalb, in DeKalb County, Illinois, will pay to bearer _____ Dollars and _____Cents at the office of its City Treasurer in said city, for semi annual interest due that day on its DeKalb Public Hospital Bond No._____, dated September 1st, 1916.

M a y o r.

City Clerk.

SECTION 3. The bonds herein authorized shall be executed as soon after the passage and approval of this ordinance as may be, but not prior to September 1st, 1916, and the Mayor and Finance Committee of the City Council of said city are hereby authorized, on or after said date, to sell and dispose of said bonds for the best price obtainable therefor, the same, however, to be not less than the par value thereof and any accrued interest due thereon at the time of such sale.

SECTION 4. In order to provide for the collection of a direct annual tax sufficient to pay and discharge the principal of said bonds at maturity thereof and the interest thereon as the same accrues, there shall be and is hereby levied upon all the taxable property in said city subject to its municipal tax, and in addition to all other city taxes, the following direct annual tax, to-wit:

For each of the years 1916 to 1922, inclusive, a tax sufficient to raise the sum of $1,575.00 for interest due on said bonds in each of the years 1917 to 1923, inclusive;

For the year 1923, a tax sufficient to raise the sum of $4,075.00, being $1,575.00 for interest accruing in 1924, and $2,500.00 for principal maturing September 1st, 1924;

For the year 1924, a tax sufficient to raise the sum of $3,462.50, being $1,462.50 for interest accruing in 1925, and $2,000.00 for principal maturing September 1st, 1925;

For the year 1925, a tax sufficient to raise the sum of $3,372.50, being $1,372.50 for interest accruing in 1926, and $2,000.00 for principal maturing September 1st, 1926;

For the year 1926, a tax sufficient to raise the sum of $3,262.50, being $1,262.50 for interest accruing in 1927, and $2,000.00 for principal maturing September 1st, 1927;
For the year 1927, a tax sufficient to raise the sum of $3,192.50, being $1,192.50 for interest accruing in 1928, and $2,000.00 for principal maturing September 1st, 1928;
For the year 1928, a tax sufficient to raise the sum of $3,102.50, being the sum of $1,102.50 for interest accruing in 1929, and $2,000.00 for principal maturing September 1st,1929;

For the year 1929, a tax sufficient to raise the sum of $3,012.50, being $1,012.50 for interest accruing in 1930, and $2,000.00 for principal maturing September 1st, 1930;

For the year 1930, a tax sufficient to raise the sum of $2,922.50, being $922.50 for interest accruing in 1931, and $2,000.00 for principal maturing September 1st, 1931;

For the year 1931, a tax sufficient to raise the sum of $2,832.50 being $832.50 for interest accruing in 1932, and $2,000.00 for principal maturing September 1st, 1932;

For the year 1932, a tax sufficient to raise the sum of $4,742.50, being $742.50 for interest accruing in 1933, and $4,000.00 for principal maturing September 1st, 1933;

For the year 1933, a tax sufficient to raise the sum of $4,562.50, being $562.50 for interest accruing in 1934, and $4,000.00 for principal maturing September 1st, 1934;

For the year 1934, a tax sufficient to raise the sum of $4,382.50, being $382.50 for interest accruing in 1935, and $4,000.00 for principal maturing September 1st, 1935;

For the year 1935, a tax sufficient to raise the sum of $4,685.63, being $185.63 for interest accruing in 1936, and $4,500.00 for principal maturing August 1st, 1936.

SECTION 5. That forthwith, upon the passage and approval of this ordinance, a properly certified copy thereof shall be filed in the office of the County Clerk of said De Kalb County, who shall ascertain in each of the years 1916 to 1935, inclusive, the rate per centum required to be levied to produce the aggregate tax hereinbefore levied for each of said, years, respectively, and extend the same on the tax books in connection with the taxes levied in each of said respective years upon the taxable property in said city subject to it municipal tax for general corporate purposes of said city, and in each of said years said annual tax shall be collected at the same time and in the same manner as taxes levied in said city for general corporate purposes for each of said years are collected, and when collected shall be used for the purposes herein designated and for no other.

SECTION 6. Each of said bonds, but not its coupons, may be registered as to ownership from time to time on the bond register of said city, which registration shall be noted on the bond, and if so registered shall pass only by transfer upon said bond register by the registered owner or his representative, unless the last transfer shall have been made and registered to bearer, in which case it shall again pass by delivery until again registered in the name of the holder. The registration of such bonds shall not affect the negotiability of the coupons.

The City Clerk of said city of De Kalb is hereby directed to procure a suitable book to be known as the bond register of said city, in which book he shall register said bonds as hereinafter provided, upon request of the holders thereof, and shall note such registration upon such bonds.

SECTION 6. This ordinance shall take affect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held upon August 23rd, 1916, and approved by me, this 24th day of August, A.D.1916.

P. N. Johnson
Mayor.

Attest G. N. Blackman
City Clerk.

linance amend-
g Amusement
dinance.

AN ORDINANCE 257A

amending Section 4 of Chapter 1, on Amusements of the revised ordinances of the City of De Kalb, passed April 14, A.D.1914.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois.

Section 1. Section 4 of Chapter 1 of the revised ordinances of the City of De Kalb, passed April 14th, 1914, as heretofore amended, shall be and the same is hereby amended so as to read as follows:

"Section 4 Fees for license § 4, Each license shall express for what it is granted and the time for which it is to continue, and the following license fee shall be charged for such license granted as aforesaid and paid by the person or persons applying for the same to the Mayor or City Clerk on the issuance of such license, as follows, to-wit:

First: For each entertainment of the first class, $3.00
Second: For each entertainment of the second class, $2.50
Third: For each entertainment of the third class, $3.00
Fourth: For entertainments of the fourth class, the following sums:

For each circus, or wild west show or circus and menagerie, or circus and menagerie and side show or shows combined, or animal show, $50.00 for each day.

For each carnival, $100.00 per day.

For concerts, variety or minstrel shows or other entertainments of the fourth class, $10.00 for each day.

Passed by the City Council of said City of De Kalb at an adjourned regular meeting thereof upon August 23rd, A.D.1916, and approved by me, this 24th day of August, A.D.1916.

M. Joslin
Mayor.

Attest
G N Blackman
City Clerk.

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AN ORDINANCE 24

Ord. amending ar
Ord. adopting Bo
for DeKalb Publi
Hospital.

to amend an Ordinance entitled "An Ordinance adopting a form of bond and fixing the details for the issuance of De Kalb Public Hospital Bonds in the sum of thirty-five thousand dollars, and to provide for the levy of a tax to pay the same," passed by the City Council of the City of De Kalb, Illinois, at an adjourned regular meeting held August 23, 1916, and approved by the Mayor of said City on August 24, A.D.1916.

BE IT ORDAINED BY THE CITY COUNCIL of the City of De Kalb, in the County of De Kalb, and State of Illinois:

Section 1.- That paragraph 2 of Section 1 of the Ordinance described in the title hereof be and hereby is amended to read as follows:

> "Such bonds shall be dated September 1, 1916, and shall bear interest at the rate of 4-1/2 per centum per annum, payable semi-annually, on the first days of March and September of each year subsequent to their date, except as to the final interest payment date on bonds numbered from 142 to 150, inclusive, which shall be on the date of maturity thereof on August, 1, 1936."

Section 2.- That Section 2 of the said Ordinance described in the title hereof be and hereby is amended to read as follows:

> "Such bonds and coupons shall be in substantially the following forms:

(Form of Bond.)

UNITED STATES OF AMERICA

STATE OF ILLINOIS, COUNTY OF DE KALB

CITY OF DE KALB

PUBLIC HOSPITAL BOND

No._____ $_____

KNOW ALL MEN BY THESE PRESENTS, That the City of De Kalb, County of De Kalb, and State of Illinois, hereby acknowledges itself to owe, and for value received promises to pay to Bearer the sum of _____ _____Dollars ($_____) lawful money of the United States on the first day of _____,A.D. 19___,with interest thereon at the rate of Four and One-half (4½) Per Cent per annum, payable semi-annually, on the first day of September and the first day of March of each year (bonds numbered 142 to 150, inclusive, however, to contain the following in addition: "Provided, the date of final interest payment on this bond shall be August 1, A.D.1936") on presentation and surrender of the interest coupons hereto attached, as they severally become due. Both principal hereof and interest hereon are hereby made payable at the office of Halsey, Stuart & Company, in the City of Chicago, Illinois, For the prompt payment of this bond, both principal and interest, at maturity, the full faith, credit and resources of said City are hereby irrevocably pledged.

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This bond is issued by said City for the purpose of erecting and equipping an additional building or buildings to be used as a part of the De Kalb Public Hospital heretofore established in said City, and for the purpose of purchasing necessary real estate as a site for such building or buildings, in full compliance with an act of the General Assembly of the State of Illinois entitled "An Act to provide for the incorporation of cities and villages," approved April 10, 1872, as amended, and an act of the General Assembly of the State of Illinois, entitled "An Act to enable cities to establish and maintain public hospitals," approved June 17, 1891, and ordinances duly passed by the City Council of the City of De Kalb, approved by the Mayor of said City, and is authorized by a majority of all the votes cast at an election duly called and held for that purpose in said City.

And it is hereby certified and recited that all conditions, acts and things required by law to exist or be done precedent to and in the issuing of this bond did exist, have happened, been done and performed in regular and due form and time as required by law, and that the indebtedness of said City, including this bond, does not exceed any limitation imposed by law, and that provision has been made for the collection of a direct annual tax sufficient to pay the interest hereon as it falls due, and also to pay and discharge the principal hereof at maturity.

This bond is subject to registration as to principal in the name of the holder on the books of the City Clerk of said City, such registration to be evidenced by notation of said Clerk on the back hereof, and after said registration no transfer hereof except upon such books and similarly noted hereon shall be valid, unless the last registration hereof shall have been to bearer. Registration hereof shall not affect the negotiability of the coupons hereto attached, which shall continue negotiable by delivery merely notwithstanding registration hereof.

IN TESTIMONY WHEREOF, said City by its City Council has caused this bond to be signed by its Mayor and attested and registered by its City Clerk, and the coupons hereto attached to be signed by the Mayor and City Clerk of said City by their facsimile signatures, which officers do respectively by their execution hereof adopt as and for their respective signatures their respective facsimile signatures appearing on said coupons, all this first day of September, 1916.

_____

M a y o r.

Attest:

_____

City Clerk.

(Form of Coupon.)

No._____ $_____

On the first day of _____, A.D. 19____, the City of De Kalb, County of De Kalb and State of Illinois, will pay to Bearer_____Dollars and _____Cents at the office of Halsey, Stuart & Company, in the City of Chicago, Illinois, for semi-annual interest due that day on its Public Hospital Bond No._____, dated September 1, A.D.1916.

M a y o r.

City Clerk.

Date	Name of Registered Owner.	Signature of City Clerk.
____	_____	_____
____	_____	_____
____	_____	_____
____	_____	_____

Section 3.- That paragraph 6 of Section 4 of said Ordinance described in the title hereof be and hereby is amended to read as follows:

"For the year 1926 a tax sufficient to raise the sum of $3,282.50, being $1,282.50 for interest accruing in 1927, and $2,000 for prinicpal maturing September 1,1927."

That paragraph 12 of said Section 4 of said Ordinance be and hereby is amended to read as follows:

"For the year 1932 a tax sufficient to raise the sum of $4,652.50, being $652.50 for interest accruing in 1933, and $4,000 for principal maturing September 1, 1933."

That paragraph 13 of said Section 4 of said Ordinance be and hereby is amended to read as follows:

"For the year 1933 a tax sufficient to raise the sum of $4,472.50, being $472.50 for interest accruing in 1934, and $4,000 for principal maturing September 1, 1934."

That paragraph 14 of said Section 4 of said Ordinance be and hereby is amended to read as follows:

"For the year 1934 a tax sufficient to raise the sum of $4,292.50, being $292.50 for interest accruing in 1935, and $4,000 for principal maturing September 1, 1935."

Section 4.- That Section 6 of said Ordinance described in the title hereof be and hereby is amended to read as follows:

"That said bonds be subject to registration as to principal in the name of the holder or holders thereof, on the bond register of said City, such registration to be evidenced by notation by the City Clerk of said City on the back of said bonds, and after such registration no transfer thereof except upon such bond register and similarly noted thereon, shall be valid, unless the last registration thereof shall have been to bearer. Registration thereof shall not affect the negotiability of the coupons thereto attached, which shall continue negotiable by delivery merely, notwithstanding registration thereof.

The City Clerk of said City of De Kalb is hereby directed and authorized to secure a suitable book, to be known as the Bond Register of said City, in which book he shall keep a record of said bonds, including the number, date denomination, date of maturity and registered owner, and in which he shall register upon request of the holders thereof, any or all of such bonds, by proper notation therein and on the back of said bonds."

Section 5.- This Ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of the City of De Kalb, County of De Kalb and State of Illinois, at an adjourned regular meeting held at the Council Chambers, on November 8, 1916, and approved by me this 9th day of November, 1916.

P. N. Joslin
Mayor.

Attest:

G. N. Blackman
City Clerk.

263

AN ORDINANCE

.nance Fixing Salaries
.ce & Fire
.rtments.

FIXING SALARIES OF POLICE AND FIRE DEPARTMENTS.

BE IT ORDAINED by the Mayor and City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

That the salaries of the members of the Police and Fire Departments, from and after January 1st, 1917, be fixed as follows:

City Marshal, eighty-five dollars per month.

Captain of Police Department, eighty dollars per month.

Members of Police Department other than city marshal and Captain, seventy-five dollars per month.

Fire Marshal, eighty-five dollars per month.

Captain of Fire Department, eighty dollars per month.

Members of Fire Department, other than Fire Marshal and Captain having been in service more then thirty days, seventy-five dollars per month; less than thirty days sixty-five dollars per month; provided, all such members, other than Marshal or Captain, after having served thirty days, shall be paid at the rate of seventy dollars per month until January 1st, 1917.

All parts of ordinances in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, Illinois, at an adjourned regular meeting held November 8th 1916, and approved by me this 14th day of November A.D. 1916.

P. M. Joslin
Mayor.

Attest:

M Blackman
City Clerk.

AN ORDINANCE

Providing for the annual City Election of April 1917, and for the annual City Primary of March 1917, in and for the City of De Kalb, Illinois.

Annual City Pri
and Election,1

Be it ordained by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. That at the annual City Election, to be held, in and for said city, upon the 17th day of April, A.D.1917, the same being the third Tuesday of said month, there shall be elected a Mayor, City Attorney, City Clerk, City Treasurer, Police Magistrate, and one alderman for each of the five wards of said city.

The various polling places for said election, and the judges and clerks of election shall be as follows:---

FIRST WARD.

Judges.	Clerks.
George Bassett	M W Hickey
Charles Camp	Harry Hanway
Ernest Carter	Will Kaesser

Polling Place.
Foiles' Garage in South First Street.

SECOND WARD.

Judges.	Clerks.
J G Lundberg	Charles Swanbum
E F Collin	John Minnihan
J A Blomquist	Joe Powell

Polling Place.
Office of Haish Auditorium, 121 No. Third Street.

THIRD WARD.

Judges.	Clerks.
P. Vanordstrand	Ray Marshall
Gust. F. Johnson	Elsie Minard
Mrs. Christina Anderson	Victor Strem

Polling Place.
Finnish Hall in North Eleventh Street.

FOURTH WARD.

Judges.	Clerks.
G E Bristow	Nell Swain
H A Evans	Gabriel Jacobson
Marie Johnson	G W Hubbard

Polling Place.
Bristow's Barn in South Seventh Street.

FIFTH WARD.

Judges.	Clerks.
J H Jarboe	S D Arnold
M Hanrahan	Ross Shoop
E Pooler	E W Baldwin

Polling Place.
City Hall Building in South Second Street.

Section 2. The City Clerk of said City is hereby directed to give notice of said election, pursuant to the Statute in such case made and provided.

Section 3. The various polling places hereinbefore named, and the Judges and Clerks for the respective wards hereinbefore named shall constitute and they are hereby made, the polling places for the respective wards, and the Judges and Clerks for the respective wards, for the annual City Primary to be held in and for said City on Tuesday the 13th day of March, A.D.1917, the same being the second Tuesday in said month.

Section 4. The City Clerk of said City is hereby directed to give notice of said Primary, pursuant to the Statute in such case made and provided.

Section 5. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof this 7th day of February, A. D. 1917.

P N Johnson
Mayor.

Attest:- G R Blackman
City Clerk.

AN ORDINANCE

PROVIDING FOR THE COLLECTION OF GARBAGE ASHES AND OTHER RUBBISH.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

lection & posal of Garbage es and other bish.

Section 1. All persons owning real property in cases where premises are occupied by the owner, and all tenants of real property in cases where the same is occupied by a tenant, excepting in each instance property occupied or used for manufacturing purposes, within the corporate limits of the city of De Kalb, shall within twenty days after passage and approval of this ordinance, provide at each such premises necessary cans as hereinafter provided, for garbage, ashes and rubbish accumulating at such premises between times for collection thereof, as in this ordinance provided, the same to be and to be used only for and by such owner or tenant for his individual use.

Such cans shall be made of metal, with well fitted covers not fastened to the can, and provided with suitable bales and handles for convenient handling of the same, and shall be of not exceeding one bushel capacity, with the name of the owner plainly painted on the outside with letters at least three-fourths of an inch in heighth.

Each such owner or tenant shall in person register his or her name and street address at the office of and with the City Clerk, and re-register likewise in case of removal from one premises to another. The City Clerk shall keep a suitable record of such registrations, with the addresses of the persons registering and necessary data as to location of cans, the same to be kept convenient of access to persons or employees of the city charged with the removal of the garbage, ashes and other contents of the cans.

Garbage, hereby defined to consist of waste or decayed fruit, animal or vegetable matter, liquid or otherwise, accumulating from preparation, use, cooking, dealing in or storing of meat, fish, fowl, fruit or vegetable matter of all kinds from private or business premises, shall be kept in separate cans.

Ashes, tin cans, broken glass and dishes and other similar rubbish accumulating upon premises, shall be likewise kept in separate cans.

Garbage from October to March of each succeeding year, inclusive, shall be well drained and wrapped in paper so as to prevent freezing in cans or on wagons while being collected.

Contents of cans for ashes, broken glass and dishes and other similar rubbish shall be kept dry at all times, and no garbage or kitchen refuse deposited therein.

Within ten days after April 1st of any year in which a contract for collection of garbage shall expire, or of any year in which a contract therefor shall not have been made, the City Council shall cause not less than ten days' public advertisement to be made in a newspaper published in said city, for proposals for collecting and disposing of garbage, ashes and rubbish during the number of next

At the first meeting of the City Council in May following such advertisement, it shall act on any proposals submitted and may either enter into contract in accordance with the best proposal received, or arrange for collection of garbage, ashes and other rubbish by men and teams employed by said city for that purpose, as it shall deem best.

Should the City Council see fit to accept any such proposal, it shall enter into contract in accordance therewith, and the person or persons so entering into contract with said city shall be reqired to enter into bond in a sum and with sureties to be approved by the City Council, guaranteeing faithful performance of the contract and observance of the rules and regulations of the Board of Health and ordinances of the city in force during the term of such contract.

Section 2. No person transporting garbage through, upon or over the streets, avenues, alleys and public places of said city shall suffer or permit vehicles carrying the same to stand or be exposed in said city to the damage, injury or annoyance of any person or persons, nor deposit the same in any quantity whatever within the corporate limits, nor at any place within one mile outside thereof in such manner or quantities as to create or constitute a nuisance, damage, annoyance or offense to persons or property.

Section 3. Collections of garbage and kitchen refuse shall be made three times each week from April to September of each year, inclusive, and twice each week during the remaining months of each year.

Collections of ashes and other rubbish shall be made once each two weeks from April to October, inclusive, and once each week during the remaining months of each year.

Section 4. Every vehicle or other container used for transporting garbage, ashes or other rubbish shall be so arranged or fitted that none of the contents therein transported shall be left or scattered upon the streets, avenues, alleys and public places of said city.

Section 5. Nothing in this ordinance contained shall be construed to forbid or prevent any occupant of premises from disposing of garbage, ashes or rubbish accumulating thereupon, provided the same is so done as not to violate any of the rules and regulations of the Board of Health or ordinances of said city in force from time to time.

Section 6. No person or persons shall interfere with, disturb or destroy or damage any cans provided under the provisions of this ordinance.

Section 7. Nothing in this ordinance contained shall be construed as requiring or obligating the removal by said city of garbage, ashes or rubbish accumulating upon or about premises occupied for manufacturing purposes.

to comply with any or either of the provisions of this ordinance, shall upon conviction thereof be fined not less than Five Dollars nor more than Two Hundred Dollars for each offense. Each day's continuance in any such violation, neglect or refusal shall be a separate and distinct offense.

Section 9. This ordinance shall take effect and be in force from and after its passage, approval and publication as provided by law. An ordinance entitled, " An Ordinance providing for and regulating the collection and disposition of garbage," passed April 4th, and approved April 10th, 1916, and all amendments thereof, is hereby repealed.

Passed by the City Council, of the City of De Kalb at a regular meeting held February 6, 1917, and approved by me, this 23rd day of February, A.D. 1917.

P M Joslin
Mayor.

Attest, G H Blackman
City Clerk.

FIXING THE SALARY and compensation of certain officers of the City of DeKalb for the term ending April 30, 1919.

Officers' Sal
Ordinance for
term ending A
30th, 1919.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

SECTION 1. The salaries of the elective officers of the City of De Kalb hereinafter mentioned, for the term ending April 30th, A.D.1919, shall be and the same are hereby fixed as follows:

Mayor, the sum of Five Hundred Dollars per annum:

City Clerk, the sum of Twelve Hundred Dollars per annum:

City Treasurer, the sum of Two Hundred Fifty Dollars per annum:

City Attorney, the sum of Nine Hundred Dollars per annum, including any and all services rendered by him, in full compensation for all services rendered by him, in or about any special assessment, or special taxation proceedings, except as follows:

1- He shall also be paid his necessary travelling, lodging and boarding expenses when engaged by order of the City Council, in the business of said City, outside of De Kalb County.

2- He shall also be paid at the rate of Fifteen Dollars per day for time actually spent by him in court in the actual trial of contested cases in courts of record, whether before the court or before a jury; provided that the payment provided for in this section shall not include for any time spent by him in preparing, filing or settling, any pleadings in any such case, nor for any time spent by him in preparing any such case for trial.

3- He shall keep an accurate record of time spent by him upon services to be paid for upon such per diem basis, and of his expenses as mentioned in Article One above, which record he shall exhibit at any time, upon request, to the Mayor or City Council or any committee or member thereof.

SECTION 2. This ordinance shall take effect and be in force from and after May 1st, 1917.

Passed by the City Council of said city at a regular meeting thereof upon the 6th day of March, A.D.1917, and approved by me this 31st day of March, A.D.1917.

P M Soules
Mayor.

Attest, G R Blackman
City Clerk.

fixing the salaries of the City Marshal and Fire Marshal.

laries of
ty Marshal &
re Marshal.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

SECTION 1. That the salaries of the City Marshal and Fire Marshal from and after May 1st, 1917, shall each be the sum of Ninety Dollars per month.

All parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting April 23rd, 1917, and approved by me this 25th day of April, A.D.1917.

F E Wagley
Mayor.

Attest C R Blackman
City Clerk.

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AN ORDINANCE

appointing the Board of Local Improvements of the City of De Kalb for the year ending April 30th A.D.1918.

'd of Local
'ovements for
' ending Apr.
1, 1918.

BE IT ORDAINED BY the City Council of the City of De Kalb, in the county of De Kalb, in the State of Illinois:

SECTION 1. That aldermen Hiland, Jacobson, Nelson, Shipp and Kennedy, be and they are hereby appointed, as provided by law, to act with the Mayor and Public Engineer of the City of De Kalb as its Board of Local Improvements for the year of said city ending April 30th, A. D. 1918, and until their successors are appointed and qualified.

Passed by the City Council of the City of De Kalb at a regular meeting held May 1st, A. D. 1917, and approved by me this 2nd day of May A. D. 1917.

F E Wagley
Mayor.

Attest: C R Blackman
City Clerk.

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AN ORDINANCE

Amendment of Chap.59 on Traf: Ordinance.

amending Paragraph Four of Chapter Fifty-nine on Traffic of the Revised Ordinances of the City of De Kalb.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

SECTION 1. That Paragraph 4 of Chapter 59 on Traffic of the Revised ordinances of the City of De Kalb, passed April 4th, A.D.1914, shall be and the same is hereby amended to read as follows:

637. STANDING VEHICLES--FIRE HYDRANTS) #4. No person in charge of or operating any vehicle other than street cars, upon and along the streets, avenues and public places of said city shall leave or permit or allow the same to be left standing within fifteen feet of any fire hydrant of said city.

No person in charge of any vehicle other than street cars shall leave the same standing, except temporarily for the purpose of loading or discharging occupants or property being transported, upon any of the parts of streets or public places in said city hereinafter mentioned, except as herein provided, to-wit:

Upon Locust Street from First Street to Fourth Street, and upon North and South First, Second, Third and Fourth Streets within one block of Lincoln Highway, and upon Lincoln Highway along the north side thereof between Second and Third Streets, such vehicles shall only be left standing, except temporarily as aforesaid, at an angle of forty-five degrees with the curb line of the side of the street and upon the right hand side of the street in the direction in which such vehicle may be headed, and with the right ~~front~~ rear wheel touching the curb.

Upon the remaining portions of Lincoln Highway between First and Seventh Streets such vehicles shall only be left standing, except temporarily as aforesaid, at such angle with the curb line upon the side of the street and upon the right hand side in the direction in which such vehicle may be headed, as will bring the ~~front~~ rear end of such vehicle or any of its attachments within a line nine feet from and parallel with the curb line towards the center of the street and with the right rear wheel touching the curb.

All vehicles so left standing upon any of the parts of streets herein mentioned shall be placed so as to leave a space of one and one half feet between the same and one ~~^~~ foot on either side thereof.

SECTION 2. All parts of ordinances in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held June 5th, A.D.1917, and approved by me, this 6th day of June, A.D.1917.

F E Wagley
Mayor.

Attest- G R Blackman
City Clerk.

AN ORDINANCE

making appropriations for corporate purposes of the City of De Kalb for the fiscal year of said city from May 1st, 1917, to April 30th,1918.

ropriation
d. for year
y 1st,1917
April 30,
18.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section 1. The following sums, or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County in the State of Illinois, for the fiscal year of said city beginning May 1st 1917 and ending April 30th 1918.

Salaries (City Officers)		$5,300.00
City Council		600.00
Fire Department		8,500.00
Police Department		8,500.00
Streets & Alleys		3,000.00
Sidewalks		500.00
Waterworks Maintenance		5,000.00
Waterworks Pumping		8,000.00
Sewers & Drains		1,500.00
Street Lighting		11,000.00
Public Buildings		600.00
Rest Room		600.00
Health Department		1,200.00
Parks		1,000.00
Election Expense		900.00
City Court		500.00
Incidentals		750.00
Board of Local Improvements		1,500.00
Extraordinary Repairs and Replacements		3,000.00
Permanent Improvements: Public Benefits-Special Asst.		1,000.00
Fire Dept. Equipment		500.00
Police Dept. Equipment		300.00
Extension Waterworks		2,000.00
Extension Sewers & Drains		4,000.00
Extension Sidewalks		500.00
Accruing Liabilities: Fire Dept. Equipment		915.77
Police Department Equipment		333.58
Park Contracts and Interest		2,640.00
Hospital Fund	$4,000.00	
Garbage Disposal	2,000.00	
Library	2,500.00	
Interest Engine House Bonds 1903	360.00	
Engine House Bonds of 1903	4,000.00	
Interest Sewer Bonds of 1905	240.00	
Interest Waterworks Extension Bonds of 1910	427.50	
Interest Waterworks Extension Bonds of 1912	787.50	
Hospital Bonds and Interest	1,125.00	
Hospital Fund; to refund City of DeKalb amount paid DeKalb Bldg. & Loan Assn. on mortgage	3,700.50	
Hospital Fund: to meet payments to De Kalb Bldg. & Loan Assn.	950.40	20,090.90
		94,230.25

All unexpended balances of any item or items of any general appropriation made by this ordinance may be expended by making up any deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

Section 2. This ordinance shall be in force and effect from and after ten days after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held July 6th A.D.1917, and approved by me, this

7th day of July A.D.1917.

F. E. Wagley
Mayor.

Attest:

G. W. Blackman
City Clerk.

AN ORDINANCE

Ordinance nam
Cotton Avenu

naming Cotton Avenue of Cotton's Addition in the City of De Kalb.

BE IT ORDAINED by the City Council of the City of De Kalb in the county of De Kalb in the state of Illinois:

Section 1. That the strip of ground forty-three feet in width running northerly from East Lincoln Highway to the north line of Lots Six (6) and Eight (8) of Cotton's Addition, a part of the southwest quarter of Section Twenty-four (24), Township Forty (40) North, Range Four (4) East of the Third Principal Meridian, shown on the plat of said addition shall be and is hereby named Cotton Avenue.

Section 2. The City Clerk is hereby directed to file a copy of this ordinance, duly certified by him under the corporate seal of said city, in the office of the Recorder of said county.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held July 6th, 1917, and approved by me, this 7th day of July, 1917.

F E Wagley
Mayor.

Attest: G N Blackman
City Clerk.

AN ORDINANCE

Ordinance pro
viding for us
of Special Fu

providing for the use of special funds for the purchase of tax anticipation warrants.

BE IT ORDAINED by the City Council of the City of De Kalb, in De Kalb County, Illinois:

SECTION 1. Any funds of said city set aside for a particular purpose and not immediately necessary therefor, may be used by said city in the purchase of tax anticipation warrants issued by said city, and all moneys paid in redemption of said warrants shall at once be credited to and replaced in such funds so held for such purposes, and the Mayor and City Clerk are hereby authorized to make such purchases with such funds when necessary to raise money as provided by law, to pay expenses for ordinary purposes of said city.

Passed by the city Council of the City of De Kalb at a regular meeting held this 4th day of September, A.D.1917.

F E Wagley
Mayor.

Attest:
G N Blackman
City Clerk.

AN ORDINANCE

Levy Ord.

for the levy and assessment of taxes for corporate purposes of the City of De Kalb for the fiscal year of said city ending on the 30th day of April, A.D.1918.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section 1. That the sum of Thirty-nine Thousand Four Hundred Forty Dollars ($39,440.00) the same being that part of the total appropriation heretofore made for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, Illinois, to be collected from the tax levy for the current fiscal year of said city, shall be and the same is hereby levied and assessed upon all real and personal property in said city subject to its municipal tax, as the same is assessed for state and county taxes for the current fiscal year of said city (the appropriations for the current and fiscal years of said city ending on the 30th day of April, 1918, the total amount of which has been ascertained by an ordinance passed by the City Council of said city on the 6th day of July, 1917, approved by the Mayor of said city on the 7th day of July, 1917, and published in the De Kalb Daily Chronicle, a daily secular newspaper of general circulation printed, published and circulated in said city, county and state for at least six months preceding the date of Publication of said ordinance therein, on the 12th day of July, 1917), the amount of said appropriations being as follows:

Salaries		$5,300.00
City Council		600.00
Fire Department		8,500.00
Police Department		8,500.00
Streets & Alleys		3,000.00
Sidewalks		500.00
Waterworks Maintenance		5,000.00
Waterworks Pumping		8,000.00
Sewers and Drains		1,500.00
Street Lighting,		11,000.00
Public Buildings		600.00
Rest Room		600.00
Health Department,		1,200.00
Parks		1,000.00
Election Expense		900.00
City Court		500.00
Incidentals		750.00
Board of Local Improvements		1,500.00
Extraordinary Repairs and Replacements		3,000.00
Permanent Improvements: Public Benefits		1,000.00
Fire Department Equipment		500.00
Police Department Equipment		300.00
Extension Waterworks		2,000.00
Extension Sewers & Drains		4,000.00
Extension Sidewalks		500.00
Accruing Liabilities; Fire Dept.		915.77
Police Dept.		333.58
Park Contracts & Int.		2,640.00
Hospital Fund	$4,000.00	
Garbage Disposal	2,000.00	
Library	2,500.00	
Int. Engine House Bonds 1903	360.00	
Engine House Bonds 1903	4,000.00	
Int. Sewer Bonds 1905	240.00	
Interest Waterworks Extension Bonds of 1910	427.50	
Interest Waterworks Extension Bds.1912	787.50	
Hospital Bonds and Int.	1,125.00	
Hospital Fund:to refund City of DeKalb amount paid DeKalb Bldg.& Loan Assn. mortgage.	3,700.50	
Hospital Fund:to meet payments to DeKalb Bldg. & Loan Assn.	950.40	20,090.90
		$94,230.25

The remaining amount of said appropriations shall be filled and raised from moneys on hand not otherwise appropriated and from other sources of revenue of said city, the said sum so levied and assessed as aforesaid being divided between said items of said appropriations as follows:

Salaries	$1,400.00
City Council	600.00
Fire Department	3,000.00
Police Department	2,000.00
Streets & Alleys	1,000.00
Waterworks Maintenance	1,000.00
Waterworks Pumping	1,000.00
Sewers & Drains	700.00
Street Lighting	2,000.00
Public Buildings	500.00
Rest Room	300.00
Health Department	1,000.00
Parks	400.00
Election Expense	500.00
City Court	300.00
Incidentals	1,400.00
Board of Local Improvements	500.00
Extraordinary Repairs & Replacements	1,550.65
Permanent Improvements:	
Public Benefits Spl.Asst.	500.00
Fire Dept. Equipment	500.00
Police Depart. Equipment	100.00
Extension Waterworks	1,500.00
Extension Sewers & Drains	500.00
Extension Sidewalks	500.00
Accruing Liabilities:	
Fire Dept. Equipment	915.77
Police Dept. Equipment	333.58
	$24,000.00
Hospital Fund	4,000.00
Garbage Disposal	2,000.00
Library	2,500.00
Interest Engine House Bonds 1903	360.00
Engine House Bonds 1903	4,000.00
Interest Sewer Bonds 1905	240.00
Interest Waterworks Ext.Bonds 1910	427.50
Interest Waterworks Extension Bds.1912	787.50
Hospital Bonds & Interest	1,125.00
	$39,440.00

Section 2. The City Clerk of said city is hereby directed to file with the County Clerk of De Kalb County, Illinois, on or before the third Tuesday of September, A.D.1917, a copy of this ordinance duly certified by him under the corporate seal of said city, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting on September 4th, A.D.1917, and approved by me this 8th day of September A.D.1917.

F. E. Hagler
Mayor.

Attest, G R Blackman
City Clerk.

inance of
zure &
tribution
Fuel.

authorizing seizure and distribution of fuel to the citizens of the City of De Kalb.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DE KALB, in the county of De Kalb in the State of Illinois:

Section 1. Whenever, during the period between September 15th of any year and the 15th day of May of any succeeding year, it shall appear to the Mayor that citizens of said city are unable to secure by purchase in said city fuel in sufficient quantities to and that by reason thereof the health, comfort and safety supply their reasonable needs for health, comfort and safety of said citizens is thereby menaced and endangered, he shall be and is hereby authorized and directed, acting for and on behalf of said city, to seize, attach and take possession of any fuel found in the possession of any person, persons or corporation in said city not required for his or their or its actual and present needs, for which fuel so seized, attached and taken possession of said city shall pay to the person, persons or corporation owning the same the market price thereof, and any fuel so seized, attached and taken possession of by the Mayor under the provisions of this ordinance shall be distributed and retailed by him, as he shall determine, to the citizens of said city, at the actual cost thereof to said city, the money received for fuel so distributed and retailed to be paid into the treasury of said city to reimburse it for the expense of purchase and distribution thereof.

Section 2. This ordinance shall take effect and be in force from and after the passage and approval thereof, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held Nov. 6th, 1917, and approved by me, this 7th day of November, A.D.1917.

F E Hagler
Mayor.

Attest G R Blackman
City Clerk.

AN ORDINANCE

Ordinance for Consideration Ordinances by City Council.

regulating introduction of ordinances for consideration by the City Council.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

SECTION 1. No ordinance granting any franchise shall be passed at any regular or special meeting of the city council, unless copies thereof have been prepared and submitted to each alderman of said city at least ten days prior to such regular or special meeting.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council at a regular meeting held on the 5th day of February, A.D.1918, and approved by me this 6th day of February, A.D.1918.

F E Wagley
Mayor.

Attest G R Blackman
City Clerk.

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AN ORDINANCE

establishing the pay of the police and fire departments of the City of De Kalb.

Ordinance establishing Pay Police & Fir Departments.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the several members of the Police and Fire Departments of the City of De Kalb shall be paid, from and after the 1st day of February, A.D.1918, at the following rate:

POLICE DEPARTMENT.

Chief of Police, the sum of One Hundred Dollars per month;
Captain of Police, the sum of Ninety Dollars per month;
Police Officers, other than Chief of Police and Captain of Police, the sum of Eighty-five Dollars per month;

FIRE DEPARTMENT.

Fire Marshal, the sum of One Hundred Dollars per month;
Captain, the sum of Ninety Dollars per month;
Members, after thirty days' service, Eighty-five Dollars per month.
Members, under thirty days' service, Eighty Dollars per month;

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held on the 5th day of February, A.D.1918, and approved by me this 6th day of February, A.D.1918.

F. E. Wagley
Mayor.

Attest: G R Blackman
City Clerk.

AN ORDINANCE

& Primary
tion for year
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providing for the annual city election, and for a primary election for nomination of candidates to be voted on at said city election, for the year A.D.1918.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb and State of Illinois:

Section 1. At the annual city election to be held in and for said city, on the third Tuesday of April, being the 16th day of April, A.D.1918, there shall be elected one alderman from each of the five wards of said city, and at the primary election to be held on the second Tuesday of March, being the 12th day of March, A.D.1918, there shall be nominated candidates for aldermen for each of said five wards for the term of two years beginning May 1st, 1918.

Section 2. The following named persons are hereby appointed judges and clerks of said elections:

FIRST WARD.

Judges	Clerks
F. J. Flusch	M. W. Hickey
Chas. Camp	H. Hanway
Ernest Carter	Wm. Duffey

Polling Place, Foiles Garage on South First Street.

SECOND WARD.

Judges	Clerks
J G Lundberg	Chas. Swanbum
E. F. Collin	John Minnihan
J. A. Blomquist	Joe Powell

Polling Place, Haish Auditorium on North Third Street.

THIRD WARD.

Judges	Clerks
Park Van Ordstrand	E. Nienimen
Gust F. Johnson	Elsie Minard
Mrs. Christina Anderson	Victor Strem

Polling Place, Finnish Hall on North Eleventh Street.

FOURTH WARD.

Judges	Clerks
S. A. Milligan	Nell Swain
H. A. Evans	Gabriel Jacobson
Marie Johnson	G. W. Hubbard

Polling Place, Bristow Barn on South Seventh Street.

FIFTH WARD.

Judges	Clerks
J. H. Jarboe	S. D. Arnold
M. Hanrahan	Ross Shoop
E. Pooler	E. W. Baldwin

Polling Place, City Hall on South Second Street.

And the City Clerk of said city is hereby directed to give notice of said elections, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held Feb. 5th, A.D.1918, and approved by me this 6th day of February, A.D.1918.

F E Wagley
Mayor.

Attest G R Blackman
City Clerk.

AN ORDINANCE

amending Chapter 33 on Health of the Revised Ordinances of the City of De Kalb.

Amendment on Ch
33 on Health of
Revised Ordinar

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. Article 1 of Chapter 33 on Health, of the Revised Ordinances of the City of De Kalb, passed April 4th, 1914, shall be and the same is hereby amended so as to read as follows:

Article 1. GENERAL PROVISIONS AND POWERS.

304. BOARD OF HEALTH PROVIDED FOR.) §1. There is hereby established an executive department of the municipal government of the city of De Kalb, to be known as the Health Department, which shall consist of the Board of Health as herein constituted, together with such officers and employees of said Board as the City Council may in this or any other ordinance or ordinances of said city from time to time provide and determine.

The Board of Health shall consist of the Mayor, who shall be ex-officio Chairman, the City Marshal, and a Health Commissioner, to be appointed by the Mayor, by and with the advice and consent of the City Council.

305. APPOINTMENT -- DUTIES.) §2. The Health Commissioner shall be a licensed and practicing physician of said city. He shall be appointed on the first day of May of each year, and shall hold office for one year and until his successor shall be appointed and qualified.

The Health Commissioner shall be supplied with a proper badge and shall act as the executive officer of the Board, and shall make all inspections and perform all services necessary in the enforcement of the rules and regulations of the Board, and of the provisions of this chapter.

The Health Commissioner shall have personal charge of equipment purchased by said City from time to time for the use of the Board of Health, and shall be responsible for the proper care and safe keeping of the same, and at the expiration of his term of office deliver the same over to said city.

306. OATH ** BOND.) § 3. The Health Commissioner shall before entering upon the duties of his office, take and subscribe the oath provided by law for officials of the City of De Kalb, and shall give bond to said city in the penal sum of Five Hudnred Dollars, conditioned for the faithful performance of the duties of his office.

307. POWERS AND DUTIES.) §4. The Board of Health shall exercise general supervision over the health of the City of De Kalb, and over territory contiguous thereto within its jurisdiction, as defined by the ordinances of said city and the laws of the State of Illinois.

It shall have full power to make such rules and regulations, and to take such steps and employ such measures as are necessary to promote the health and cleanliness and sanitary conditions of said city and the territory within its jurisdiction.

It shall have full power to determine what shall constitute violations of its rules and regulations, and what shall constitute nuisances, whether enumerated by ordinance of said city or not, and to abate the same.

It shall have charge of, and it shall be its duty to take all necessary measures for the prevention, restriction and suppression of contagious and infectious diseases and physical ailments.

308. AUTHORITY AND INSPECTION.) § 5. For the purpose of carrying out the provisions of this ordinance, the members of said Board and its employees, agents or officers, shall be permitted at any reasonable hour to enter any premises, house, store, stable, manufactory or other building within said city or within the jurisdiction of said Board as in this ordinance defined.

The members of said Board, and its employees, agents and officers are hereby invested with police powers as police officers of said city, and authorized as such to arrest or cause to be arrested any person or persons who shall violate any of the provisions of this ordinance, or any of the rules, regulations or orders of said Board.

309. JURISDICTION.) §6. The jurisdiction of the Board of Health shall extend throughout the territory within the corporate limits of the City of De Kalb, and to every point within one half mile of the same, and all rules and regulations and orders of said Board, and the provisions of this ordinance relating to sanitation and public health and abatement of nuisances shall apply to and be in force throughout said territory within the jurisdiction of said Board.

310. EQUIPMENT AND TESTS.) §7. The City of De Kalb shall furnish and provide for the use of said Board such laboratory equipment and supplies as shall be necessary to enable the Health Commissioner to make tests for diptheria and tuberculosis, and for such other tests as may be recommended by said Board and furnished by said City from time to time.

The Health Commissioner shall whenever requested by any licensed and practicing physician of said city, make tests for diseases, for which he shall have been provided with the proper apparatus, subject to such charges as may be ordered by the City Council from time to time, the same to be accounted for by him to said city.

shall not be provided with the necessary apparatus shall be necessary in the preservation of the public health, he shall be authorized to have the same made by direction of the Board at the expense of said city.

311. SALARY.) §8. The Health Commissioner shall receive such salary or other compensation as may be provided and determined by the City Council from time to time.

312. EXPENDITURES.) §9. The Board of Health shall not contract any financial abligations on behalf of said city or expend any moneys in excess of the amounts from time to time appropriated by the City Council for its work.

313. REPORTS.) §10. The Board of Health shall from time to time recommend to the City Council such measures as it may deem necessary to promote and secure the health and cleanliness of said city, and shall annually, on or before April 1st of each year, report to the City Council a detailed statement of its operations for the preceding year.

Section 2. Section 8 of Article 2 of said Chapter 33 is hereby repealed, and in lieu thereof the following is hereby substituted:

320. FREE DISTRIBUTION OF DRUGS AND MEDICINES.) §8. No person shall pass out or cause to be passed out or distributed upon the streets or public places, or from house to house in said city, free samples of drugs or medicines of any kind.

Section 3. Wherever in said Chapter 33 the words "Sanitary Inspector" appear, the words "Health Commissioner" shall be and are hereby substituted therefor.

Section 4. Section 12 of Article 3 of said Chapter 33 shall be and is hereby amended so as to read as follows:

334. SANITATION OF SCHOOLS.) §12. The Board of Health shall have jurisdiction in all matters pertaining to the health of those in attendance upon private and public schools within its territorial jurisdiction as herein defined, to which end it is hereby made the duty of the Health Commissioner:

First--To require that all persons attending such schools, either as teachers or pupils, shall from time to time as directed and ordered by him, present satisfactory evidence of proper and successful vaccination or of a previous attack of small pox.

Second -- To make regular inspections of such schools and make such orders as he may deem necessary in the interest of proper sanitation and the health of those in attendance thereat.

Third -- To exclude from such schools all persons suffering from any contagious or infectious disease, cough or other physical ailment, liable to be conveyed by such persons to others in attendance, and also all persons residing in premises under quarantine by said Board found in attendance at such schools without the written permission of the Health Commissioner.

Section 5. Section 1 of Article 4 of said Chapter 33 shall be and the same is hereby amended so as to read as follows:

335. REPORTS OF DISEASES REQUIRED.) §1. Every householder within the territorial jurisdiction of the Board of Health as in this ordinance defined, in whose dwelling or premises there shall occur a case of contagious, infectious, pestilential, epidemic or other disease or ailment dangerous to public health, shall immediately notify the Board of Health of the same. And until permission shall be given by the Health Commissioner, no clothing or other property shall be removed from such dwelling or premises, nor shall any occupant of such infected premises change his or her residence elsewhere within the territorial jurisdiction of the Board without the written consent of the Health Commissioner.

All physicians, nurses or others in attendance upon any person sick with any disease or ailment dangerous to public health, shall forthwith report the same to the Board of Health. And said Board of Health shall at once notify the Board of Health of the State of Illinois of all cases of Asiatic cholera, yellow fever or small pox; and shall on or before the 5th day of each month notify said State Board of Health of the number of cases of the diseases above mentioned occurring within its territorial jurisdiction within the preceding month.

Section 6. Section 3 of said Article 4 of said Chapter 33 shall be and the same is hereby amended so as to read as follows:

337 RULES FOR QUARANTINE.) §3. The Board of Health shall make all such rules and regulations, in addition to the provisions of this ordinance, for the government of quarantine or the health of said city as it shall from time to time deem necessary, and it shall be the duty of all persons under quarantine, and of all physicians and nurses or others in attendance upon such persons, to carry out and obey the same.

It shall be unlawful for the parent, parents or other person or persons in charge of any child or children residing in premises under quarantine, or having whooping cough or any contagious cough or other physical ailment liable to be communicated to others, to permit such child or children to be in attendance upon the public or private schools, or at any church, Sunday school, moving picture show or other public gathering, without the written permission of the Health Commissioner.

When any premises shall be placed under quarantine, the Health Commissioner shall notify persons in charge of such schools thereof, and of persons or children thereat liable to be in attendance at such schools.

And it shall be unlawful for teachers in charge of such schools to permit persons or children residing in such premises to be in attendance at such schools, without the written permit of the Health Commissioner.

It shall be unlawful for teachers in charge of such schools to permit to remain in attendance thereat any child or children having any contagious or infectious cough or other physical ailment liable to be communicated to others.

And it shall be unlawful for any persons residing in any premises under quarantine to be in attendance at such schools without the written permission of the Health Commissioner.

Section 7. The Tenth section of Section 1 of Article 6 of said Chapter 33 is hereby amended so as to read as follows:

Tenth--To locate or maintain any stable, pig sty or privy within fifteen feet of any public street, or within twenty-five feet of any residence or within fifty feet of any well.

Section 8. All parts of ordinances in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval and publication as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting held April 2nd, 1918, and approved by me, this 4th day of April, A.D.1918.

F. E. Wagley
Mayor.

Attest G R Blackman
City Clerk.

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AN ORDINANCE

relating to issuance of licenses by the City of De Kalb.

Ordinance re Issuance of Licenses.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois.

Section 1. From and after May 1st, 1918, no license shall be issued by the City of De Kalb to any person who is not either a native born or naturalized citizen of the United States, excepting, however, that such license may be issued to any person not a citizen of the United States who has been honorably discharged from the military or naval service of the United States, or who has not claimed exemption from military service of the United States on the ground of alien citizenship, but has been exempted or discharged from military service by reason of physical disability.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law,

Passed by the City Council of the City of De Kalb, at a regular meeting held April 2nd, 1918, and approved by me, this 4th day of April, A.D.1918.

221

F. E. Wagley
Mayor.

Attest G R Blackman
City Clerk.

AN ORDINANCE

NCHISE ORD.
TRAL UNION
EPHONE CO.

granting to the Central Union Telephone Company the right to erect and maintain its poles and wires in the City of De Kalb on the terms and conditions therein prescribed.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the state of Illinois:

Section 1. The right is hereby granted to the Central Union Telephone Company, its successors and assigns, to erect and maintain the poles, wires and fixtures necessary and convenient for supplying to the citizens of said city and to the public communication by long distance telephone, upon the terms, provisions and conditions herein stated, upon the following named streets, alleys and public highways and parts thereof in said city, to-wit:

On Lincoln Highway from the West corporate limits to First Street, thence north on First Street to Locust Street, thence east on Locust Street to the alley between Third and Fourth Streets, thence north in the alley between Third and Fourth Streets to Pine Street, thence east on Pine Street to Fourth Street, and thence north on Fourth Street to the north corporate limits; also on Oak Street from the alley between Third and Fourth Streets to Tenth Street, thence south on Tenth Street to Lincoln Highway, thence east on Lincoln Highway to the east corporate limits; also on Fourth Street from the south corporate limits to South Street, thence west on South Street to Third Street, and thence North on Third Street to Locust Street.

Section 2. Said poles, wires and fixtures shall be so placed and maintained as not to interfere with public travel upon, or other proper use of said highways, and the location of such poles and wires shall be changed at any time as required or directed by said city.

Section 3. Said company, its successors and assigns, shall save and keep harmless said city from and against all damages, liability, cost and expense whatever and in whatever manner arising, growing out of the exercise of the rights herein granted, and upon receipt of written notice from said city of the commencement of any action growing out of the exercise of such rights, shall appear and thereafter act as defendant therein, at its or their expense, and in any such action so arising, any final recovery or judgment therein, shall as between said city and said company, its successors and assigns, shall be conclusive, both as to liability of said company, its successors and assigns, and the amount thereof.

Section 4. The grant herein made is subject to all reasonable regulations or ordinances of a police or public nature hereafter in force in said city not destructive to the rights herein granted.

Section 5. The right of use and construction herein granted is for long distance toll line service only, and shall not be

exclusive, the right being reserved by said city to grant to other persns like rights for similar purposes, the same, however, not to interfere with the reasonable exercise of the rights herein granted.

Section 6. Said City shall have the right to place and maintain its street marking signs on said poles, and its police and fire alarm wires upon the top cross arms thereof within its corporate limits, the same to be done under supervision of the authorized representative of the company, its successors or assigns, and so maintained and operated as not to interfere with the proper operation of the lines of the company thereon.

Section 7. Said company, its successors or assigns, may by contract enter into traffic arrangments with any person, firm or corporation for interchange of telephone business, but shall not, without the consent of said city, permit use of its poles and wires by any other person, firm or corporation.

Section 8. The rights herein granted shall extend to and continue during the period ending January 1st, 1928.

Section 9. All poles of said company, its successors or assigns, maintained by it or them under the provisions of this ordinance shall be kept neatly painted from time to time as directed or ordered by said city.

Section 10. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law, and the filing by said company with the City Clerk of its unconditional acceptance of the same, in writing.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held April 22nd, A.D.1918, and approved by me, this 22nd day of April, A.D.1918.

F. E. Wagley
Mayor.

Attest: G. R. Blackman
City Clerk.

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Chicago, Illinois.
May 6, 1918.

TO THE HONORABLE MAYOR AND CITY COUNCIL

OF THE CITY OF DE KALB, ILLINOIS.

Gentlemen:

The Central Union Telephone Company hereby accepts the ordinance passed by the City Council on the 22nd day of April, 1918, known as "An Ordinance Granting to the Central Union Telephone Company the Right to Erect and Maintain its Poles and Wires in the City of De Kalb on the Terms and Conditions Therein Prescribed" and now files this, its unconditional acceptance thereof in the office of the city clerk of the City of De Kalb, Illinois.

Respectfully,
CENTRAL UNION TELEPHONE COMPANY
By B. E. Sunny, President.

Attest:
S. S. Mirner, Secretary.

Approved:
H. H. Martin,
General Counsel for the
Receivers. Central Union
Telephone Company.

CENTRAL UNION TELEPHONE COMPANY.
Edgar S. Bloom,
Frank F. Fowle,
Receivers, Acting for and on
behalf of the said Company.

De Kalb, in the County of De Kalb in the State of Illinois:

The undersigned Board of Local Improvements of the City of De Kalb herewith submits a draft of an ordinance providing for the improvement of College Avenue, Augusta Avenue, Linden Place, and a portion of Park Avenue and of Locust Street, in said city, by the installation of a boulevard lighting system, together with an estimate of cost of said proposed improvement, as provided by law, and hereby state that said Board has complied with all the provisions of the statute in such case made and provided relative to said proposed improvement, and recommends the passage of said ordinance, and the construction of said improvement.

Dated April 22nd, A.D.1918.

F. E. Wagley
W. P. Hiland
A. G. Kennedy
R. W. Shipp
A. R. Russell
Board of Local Improvements
of the City of De Kalb.

Filed April 22nd, 1918.

G. N. Blackman,
City Clerk.

To the Mayor and City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

I submit herewith in accordance with a resolution of the Board of Local Improvements of the City of De Kalb, adopted March 30th, 1918, as provided by law, the following estimate of the cost of improving Augusta Avenue, College Avenue, Linden Place, Park Avenue from College Avenue to its northern terminus, and Locust Street from First Street to Linden Place, by the installation of the following described local improvement, by special assessment:

A boulevard lighting system consisting of sixteen reinforced lamp posts of cement, crushed granite and spar concrete, thirteen feet in height, with base of six inches thickness and eighteen inches diameter, with ground portion of the diameter of ten inches and depth of three and a half feet, with shaft of post tapering to a width of five inches at the top from the base, with necessary post heads, refractors, globes and lamps of 2500 lumen or 250 nominal candle power, cutout sockets and wiring, with necessary underground cables of 5000 volts steel taped, lead covered No. 8' B & S Gauge rubber insulated solid copper, with necessary pot heads and lightning arresters, ready to connect with the overhead street lighting lines of the DeKalb-Sycamore Electric Company, and underground cable work necessary at First Street and at Lincoln Highway to connect with said overhead lines, as follows:

6220 lineal feet of cable, laid complete and connected with posts in trenches one foot in depth, including excavation and re-filling and replacing of sod and pavement disturbed, at 60¢ per lineal foot,	$3732.00
16 lamp posts, with ground portion, post heads, refractors, lamps and globes, cutout sockets and wiring, complete, at $60. each	960.00
4 lightning arresters, hung and connected, complete, at $20. each	80.00
4 pot heads, hung and connected, complete, at $15. each	60.00
Cost of work,	$4832.00
Cost of making and collecting assessment therefor,	268.00
Total cost of improvement,	$5100.00

And I hereby certify that in my opinion the above estimate does not exceed the probable cost of said improvement and the lawful expense attending the same.

Dated April 22nd, A.D.1918.

A. R. Russell
Engineer of the Board of Local Improvements of the City of De Kalb.

Filed April 22nd, 1918.

G. N. Blackman,
City Clerk.

AN ORDINANCE

providing for the improvement of Augusta Avenue, College Avenue, Linden Place, Park Avenue from College Avenue to its northern terminus and Locust Street from First Street to Linden Place, by a boulevard lighting system.

IMPROVEMENT OF AUGUSTA AVE.,COLLE AVE.,LINDEN PLACE PARK AVE.

BE IT ORDAINED by the City Council of the City of De Kalb, in De Kalb County, Illinois:

SECTION 1. That Augusta Avenue, College Avenue, Linden Place, Park Avenue from College Avenue to its northern terminus, and Locust Street from First Street to Linden Place, in said city of De Kalb, shall be improved by the construction and installation thereon of a boulevard lighting system, the expense thereof to be defrayed by special assessment upon the property specially benefitted thereby, as provided by law, the same being and constituting a local improvement, the nature, character, locality and description of which shall be as follows, to-wit:

LAMPS.

The lamp posts for said improvement shall be of reinforced cement, crushed granite and spar concrete, in the proportions of one part of best Portland cement to two and one half parts of a mixture of crushed granite, with sufficient spar added to the grantie to make the two and one half parts to give a proper finish. The materials shall be the best of their respective kinds and suitable for the use contemplated, and shall be properly compounded and made up into the finished posts in the best and most workmanlike manner.

Each post shall be composed of a ground portion or base, ten inches in diamter and three and one half feet in height, a base of the vertical thickness of six inches and diameter of eighteen inches, with a shaft tapering from the base to a width of five inches at the top, at a point thirteen feet above the bottom of the six inch base.

Each post shall have a circular opening throughout its length of the width of two and one half inches, and an opening two and a half inches in width by six inches in heighth from the outside to the center opening for insertion of connecting cable, with the center of the cable slot one foot below the top of the ground portion.

Each of said posts shall be set at its proper location as herein prescribed, in a hole to be excavated of sufficient width to admit placing the post and room for necessary tamping, and of such depth that when the post is set the bottom of the six inch base will be at the same grade as the adjacent curb upper surface. Each post while being set shall have the necessary amount of tamping and wetting of the earth as replaced around it to set the same firmly in place, with the shaft plumb, at the grade provided.

There shall be sixteen of said posts, one set in the center of the junction of Augusta Avenue with Linden Place, one in the center of the junction of College Avenue with Linden Place, one in the center of College Avenue midway between the west line of John Street produced northerly and the bridge at the west end of College Avenue, one in the center of the space at the junction of Augusta Avenue with the unnamed street between Blocks B and C of the I. L. Ellwood Addition, and the remaining twelve adjacent to and immediately inside the curb line at such points along said improvement as may be necessary for the purpose of securing uniform lumination throughout said streets, avenues and places and parts thereof above mentioned.

POST HEADS.

Each lamp post shall be fitted and equipped with a post head, consisting of an iron globe holder and top and glass globe of the heighth, including the globe, of two feet and four inches, with necessary fittings for securing the post head to the post, and properly securing the various parts of the post head.

The globe shall be of clear glass with a slight stippling, and no sharp irregularities or pockets, and of such nature that complete cleaning with a stiff brush is easy, and the inside of the globe and refractor must be easily accessible for cleaning and lamp renewals.

Inside the globe on each lamp shall be placed a refractor of the dome type, placed around the socket, and with the socket so mounted with reference to the refractor that when a 2500 lumen,

type C series gas filled tungsten street lamp is used in the posthead, the light given by the lamp above the horizontal will be refracted downward so that the maximum candle power will be given at an angle of about eighty degrees above the vertical axis of the lamp.

Each posthead shall be fitted with one of the lamps above described and a Mogul series film cut out socket equal in quality in all respects to the cutout socket manufactured by the George Cutter Company of South Bend, Indiana, and all necessary fittings, complete, necessary for the operation of the lamp.

LIGHTNING ARRESTERS.

Four 5000 volts lightning arresters, equal in all respects in quality to the Garton--Daniels type, shall be placed, two each on the poles of the lighting company hereinafter mentioned on First Street, one adjacent to Augusta Avenue and one adjacent to Locust Street, to be fitted with potheads for connection of the underground cable from said system, which lightning arresters shall be properly installed and secured on said poles, and connected, complete and ready for operation, with the pot heads and with the overhead lighting lines of said company.

POT HEADS.

On each of said two poles on First Street above mentioned, shall be placed two pot heads of the disconnecting type, equal in all respects in quality to the G & W Electric Specialty Company's Type F, fifteen feet above the ground, properly installed and secured on said poles and connected, complete and ready for operation, with the underground cables and with said lightning arresters on said poles.

CABLES AND WIRING.

The lamp posts when set as above provided, shall be connected by cable of No. 8 B & S Gauge solid copper single conductor, rubber insulated, steel taped and lead covered, made up as follows:

Over the copper conductor shall be placed in the following order:

1. Rubber insulation 12/64 inch thick, National Electrical code requirements.
2. Lead sheath 1/16 inch thick, water tight, without flaws.
3. A dip in asphalt compound.
4. Jute 5/64 inch thick.
5. A dip in asphalt compound.
6. Steel tape .035 inch thick by at least 3/4 inch wide, spirally wound with an open space between convolutions of not over 13% of the tape width at any point.
7. A dip in asphalt compound.
8. An additional layer of such steel tape, wound in the same manner but in the opposite direction.

9. A dip in asphalt compound.

10. An outer covering of 5/64 inch of jute wound opposite the outer steel tape.

11. A dip in asphalt compound.

12. A powder dip to prevent sticking.

The asphalt must be applied hot, but must be soft and sticky at all temperatures above freezing.

The cables shall be laid between and connecting the posts, immediately inside the curb line, crossing the roadways only where necessary to reach a connecting post or to reach posts in the roadway spaces mentioned, and then only at right angles to the curb line.

The cable shall be brought into the ground portion of the post through the cable slot and up the center opening in the post directly to and connected with the lamp socket, and there shall be no joints in the cable from one post to the next.

The cables shall be laid in trenches excavated one foot in depth with an even and uniform bottom. After the cable is laid, the trench in the parkways shall be filled and the trench tamped with water sufficiently to permit re-laying of the sod distrubed at the original level. All trenches in the macadam roadways shall be re-filled with suitable material, wet tamped, and the surface of the roadways restored to the original condition and level.

From one of the lamp posts above provided for, to be set at the southwest corner of First Street and Augusta Avenue, similar cable shall be laid, in the manner above provided, underground crossing First Street at right angles and thence south in the parkway on the east side of First Street to the potheads to be located on the lighting pole of the De Kalb--Sycamore Electric Company at the northeast corner of First Street and Pine Street.

From one of the lamp posts above provided for, to be located at the southwest corner of First and Locust Streets, similar cable shall be laid, in the manner above provided, underground to the southeast corner of First Street and Locust Street to the potheads to be located on the lighting pole of said company at said point.

From the all night boulevard circuit lamp on Lincoln Highway at the southwest corner of First Street and Lincoln Highway, two of such cables, spliced into the circuit at the base of said pole, shall be laid in the same trench underground, in the manner above provided, crossing Lincoln Highway at right angles to the parking space at the northwest corner of said intersection on the west side of First Street, thence crossing First Street at right angles to the parkway on the east side of First Street, thence north in said parkway adjacent to the curbing, to the lighting pole of said company at the southeast corner of First and Locust Streets, and connected with the potheads to be located on said lighting pole at that point.

of said company mentioned, connection shall be made through said lightning arresters with the overhead lighting lines of said company, and all of the cables shall be connected with each other and with the lamp posts herein provided for, and with said potheads and lightning arresters and with the overhead lighting lines of said company, in such manner as to form a complete lighting circuit for the furnishing of electric current to the lamps of said boulevard lighting system, for the illumination of the streets, avenues and places and parts thereof above mentioned.

In the laying of said cables, where the same pass under any sidewalk on their course between lamp posts, space therefor and also under any curbing to be crossed, shall be provided by driving through a tunnel of sufficient size to admit of passage of the cables through the same, in such manner as not to undermine or injure said sidewalks or curbing.

The lighting system herein provided for, when constructed and completed as in this ordinance provided, shall be supplied by said City of De Kalb with the necessary electric current for the proper operation thereof and the proper illumination of said streets and avenues and places and parts thereof, and the same shall thereafter be maintained by said city, including necessary lamp renewals from time to time, as a part of its general street lighting system and the expense of such illumination and of maintainance of said system, including lamp renewals, shall be defrayed from the general funds of said city devoted and appropriated to street lighting purposes, and no part of the cost of supplying such current or maintaining said system shall be paid from the proceeds of the special assessment herein provided for.

Section 2. The recommendation of the Board of Local Improvements of said city for the passage of this ordinance and the construction of said improvement, together with the estimate of cost thereof over the signature of A. R. Russell, Engineer of said Board, both of which are hereto attached, shall be and the same are hereby approved.

Section 3. Said improvement shall be made, and the expense thereof, including the sum of Two Hundred Sixty-eight Dollars, being the amount included in said estimate of cost as the expense of making and collecting the special assessment herein provided for, and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property in said city specially benefited thereby, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning Local Improvements," approved June 14, 1897, in force July 1,1897, and all acts of said

and the said sum of Two Hundred Sixty-eight Dollars shall be applied toward the cost of making and collecting said assessment and other costs or expenses mentioned or included in said estimate, as provided by said act and all amendments thereof.

Section 4. The aggregate amount to be assessed against property under this ordinance, and also each individual assessment, shall be divided into ten annual installments in accordance with the provisions of said act, and said installments shall bear interest at the rate of five per centum per annum, from the time, and shall become due and payable and shall be collected as provided by said act and all amendments thereof.

Section 5. Bonds payable out of said installments, when collected, bearing interest at the rate of five per centum per annum, payable annually, shall be issued in all respects in conformity with the provisions of said act and all amendments thereof, signed by the Mayor and attested by the City Clerk of said city under the corporate seal thereof, for the purpose of anticipating the collection of the second and succeeding installments of such special assessment.

Section 6. H. W. Prentice, City Attorney of said city, is hereby directed to file a petition in the City Court of De Kalb, in said county and state in the name of said City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act and all amendments thereof, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting thereof held on the 22nd day of April, A. D. 1918, and approved by me, this 24th day of April, A. D. 1918.

F E Wagley
Mayor.

Attest* G N Blackman
City Clerk.

Filed April 22nd 1918.

G. N. Blackman, City Clerk.

AN ORDINANCE

APPROPRIATION O
FOR YEAR ENDING
APRIL 30th 1919.

making appropriations for corporate purposes of the city of De Kalb, for the fiscal year of said city from May 1st 1918 to April 30th 1919.

BE IT ORDAINED by the city council of the city of De Kalb, in the county of De Kalb, in the State of Illinois:

Section 1. The following sums, or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the city of De Kalb, a municipal corporation of De Kalb County in the State of Illinois, for the fiscal year of said city beginning May 1st 1918 and ending April 30th 1919.

Salaries (City Officers)		$5,300.00
City Council		1,600.00
Fire Department		9,600.00
Police Department		7,400.00
Streets & Alleys		4,000.00
Sidewalks		500.00
Waterworks Maintenance		5,500.00
Waterworks Pumping		8,000.00
Sewers & Drains		1,500.00
Street Lighting		11,000.00
Public Buildings		600.00
Rest Room		800.00
Health Department		1,200.00
Parks		1,000.00
Election Expense		900.00
City Court		500.00
Incidentals		750.00
Board of Local Improvements		1,000.00
Extraordinary Repairs & Replacements		3,000.00
Permanent Improvements:	Public Benefits-Special Asst.	500.00
	Fire Department Equipment.	600.00
	Police Department Equipment.	300.00
	Extension Waterworks	2,000.00
	Extension Sewers & Drains	2,000.00
	Extension Sidewalks.	500.00
Accruing Liabilities:	Fire Department Equipment.	615.79
	Police Department Equipment.	233.61
		$70,899.40
Hospital Fund.		4,000.00
Garbage Disposal		4,000.00
Library		2,500.00
Hospital Bonds & Interest		1,125.00
Interest Waterworks Ext. Bonds	1910	427.50
" " " "	1912	787.50
Engine House Bonds 1903		4,000.00
Int. on above Bonds 1903		180.00
Sewer Bonds of 1905		3,000.00
Int. on above Bonds of 1905		240.00
		$91,159.40

All unexpended balances of any item or items of any general appropriation made by this ordinance may be expended by making up any deficiency in any item in the general appropriations and for the same general purpose, or in a like appropriation made by this ordinance.

Section 2. This ordinance shall be in force and effect from and after ten days after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb, at an adjourned meeting held July 5th A.D.1918, and approved by me this 6th day of July A.D.1918.

F. E Wagley
Mayor.

Attest: G N Blackman
City Clerk.

AN ORDINANCE

ENDMENT TO SEC. 85 AP. 8 ON BUILDING CONSTRUCTION.

AMENDING Section 85 of Chapter 8 on Building Construction of the Revised Ordinances.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section 1. That Section 85 of Chapter 8 on Building Construction of the Revised Ordinances, passed April 4th, A.D. 1914, shall be amended by the insertion after the second paragraph on Page 39 of the printed volume thereof, the following:

"For three story buildings the thickness of the first story walls shall be seventeen inches, for the second story twelve inches and for the third story eight inches."

Also by amending the third paragraph on said Page 39 so as to read as follows:

"For four story buildings, seventeen inches for the first and second stories, thirteen inches for the third story and eight inches for the fourth story. All walls shall extend at least two feet above the roof and be not less than eight inches in thickness above the roof."

Section 2. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the city council of the City of De Kalb at an adjourned regular meeting held July 5th, A.D.1918, and approved by me this 6th day of July, A.D.1918.

F E Nagley
Mayor.

Attest G R Blackman
City Clerk.

AN ORDINANCE

BOARD OF LOCAL IMPROVEMENTS FOR YEAR ENDING APRIL 30th 1919.

appointing a Board of Local Improvements for the year ending April 30th 1919.

BE IT ORDAINED by the City Council of the City of De Kalb, in De Kalb County, Illinois:

Section 1. That alderman Criswell, Moore, Nelson, Lindstrom and Still, be and they are hereby appointed as members, together with the Mayor and Public Engineer, of the Board of Local Improvements for the year ending April 30th, 1919.

Passed by the City Council and approved by the Mayor thereof this 4th day of June, A.D.1918.

F E Hagley
Mayor.

Attest: G R Blackman
City Clerk.

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AN ORDINANCE

SALE OF REAL ESTAT (City Hall Proper

PROVIDING FOR THE SALE OF REAL ESTATE OF THE CITY OF DE KALB ON BLOCK TWO OF THE ORIGINAL VILLAGE (NOW CITY) OF DE KALB.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb in the State of Illinois:

Section 1. That the real estate of the City of De Kalb hereinafter described, the same being now used as a site for a city hall and jail and public library, and for storage and care of property of said city, and being described as follows, to-wit:

Beginning on the west line of South Second Street one hundred and fourteen and one-half (114½) feet from the north-east corner of Block Two (2) of the Original Village (now city) of De Kalb, and running thence westerly parallel with the north line of said block one hundred sixty-five feet, thence southerly parallel with the west line of said block forty-two and one-half (42½) feet, thence easterly parallel with the north line of said block one hundred sixty-five (165) feet to the west line of South Second Street, thence northerly along the west line of South Second Street forty-two and one half (42½) feet to the place of beginning:

Being no longer appropriate for the use of said city and its longer retention not being for the best interest of said city, in the opinion of the City Council of said City, the same is hereby proposed to be and shall be sold, as provided by law, to the highest and best bidder on Tuesday October 8th A.D.1918, at a regular meeting of the City Council of said city, upon written sealed proposals to be submitted to the City Council of said City on the date aforesaid, the same to be deposited with the City Clerk and opened at said regular meeting on the date aforesaid at the hour of eight o'clock P.M.

Section 2. It is hereby ordered that this ordinance shall be published in The De Kalb Review, a weekly newspaper published in said City of De Kalb, for the period of sixty days, beginning on the 8th day of August A.D.1918, and in each weekly issue of said newspaper thereafter during said period of sixty days.

Section 3. In the sale of said real estate to be made as aforesaid, the vault doors and vault equipment, jail doors and steel cell equipment, and library shelving and equipment contained in said building shall be reserved by said city, and all proposals or bids made for said real estate shall be made and received accordingly, and possession of the real estate above described shall be reserved in such sale until the 1st day of March, A.D.1919.

Section 4. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof on the 6th day of August, A.D.1918, and approved by me, this 7th day of August,AD. 1918.

Attest: G R Blackman
City Clerk.

F E Hagley
Mayor.

AN ORDINANCE

LEVY FOR YEAR NG APRIL 30th .

FOR THE LEVY AND ASSESSMENT OF TAXES FOR CORPORATE PURPOSES OF THE CITY OF DE KALB FOR THE FISCAL YEAR OF SAID CITY ENDING ON THE 30th day of April, A.D.1919.

BE IT ORDAINED BY THE City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. The sum of Forty-four Thousand Seven Hundred Sixty Dollars, ($44,760.00), the same being that part of the total appropriation heretofore made for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, Illinois, to be collected from the tax levy for the current fiscal year of said city, shall be and the same is hereby levied and assessed upon all real and personal property in said city subject to its municipal tax, as the same is assessed for state and county purposes for the current fiscal year of said city (the appropriations for the current fiscal year of said city ending April 30th, A.D.1919, the total amount of which has been ascertained by an ordinance passed by the City Council of said city, on the 5th day of July, A.D.1918, approved by the Mayor of said city on the 6th day of July, A.D.1918, and published in The DeKalb Daily Independent, a daily secular newspaper of general circulation published and circulated in said city for at least six months preceding the date of publication of said ordinance therein, on the 9th day of July, A.D.1918, the amount of said appropriations being as follows:)

Salaries	$5,300.
City Council	600.
Fire Department	8,500.
Police Department	8,500.
Streets & Alleys	3,000.
Sidewalks	500.
Waterworks Maintenance	5,000.
Waterworks Pumping	8,000.
Sewers & Drains	1,500.
Street Lighting	11,000.
Public Buildings	2,600.
Rest Room	600.
Health Department	1,200.
Parks	1,000.
Election Expenses	1,200.
City Court	500.
Incidentals	750.
Board of Local Improvements	1,500.
Extraordinary repairs and Replacements	3,000.
Permanent Improvements: Public Benefits	1,000.
Fire Department Equipment	500.
Police Department Equipment	300.
Extension of Waterworks	2,000.
Extension of Sewers and Drains	1,500.
Extension Sidewalks	500.
Accruing Liabilities: Fire Department	615.79
Police Department	233.61
Hospital Fund	4,000.
Garbage Disposal	4,000.
Library	2,500.
Interest Engine House Bonds of 1903	180.
Sewer Bonds of 1905	3,000.
Engine House Bonds of 1903	4,000.
Interest on Sewer Bonds of 1905	240.
Interest on Waterworks Extension Bonds 1910	427.50
Interest on Waterworks Extension Bonds 1912	787.50
Interest on DeKalb Public Hospital Bonds	1,125.00
Total	$91,159.40

The remaining amount of said appropriations shall be filled and raised from moneys on hand not otherwise appropriated and from other sources of revenue of said city, ~~the said city,~~ the said sum so levied and assessed as aforesaid being divided between said items of said appropriation, as follows:

Salaries	$1,400.00	
City Council	600.00	
Fire Department	3,000.00	
Police Department	2,000.00	
Streets & Alleys	1,000.00	
Waterworks Maintenance	1,000.00	
Waterworks Pumping	1,000.00	
Sewers and Drains	700.00	
Street Lighting	2,000.00	
Public Buildings	500.00	
Rest Room	300.00	
Health Department	1,200.00	
Parks	400.00	
Election Expense	500.00	
City Court	300.00	
Incidentals	2,099.95	
Board of Local Improvements	500.00	
Extraordinary Repairs and Replacements	1,550.65	
Permanent Improvements		
Public Benefits,Spl.Assts.	500.00	
Fire Department Equipment	500.00	
Police Department Equipment	100.00	
Extension Waterworks	1,500.00	
Extension Sewers & Drains	500.00	
Extension Sidewalks	500.00	
Accruing Liabilities: Fire Dept.	615.79	
Police Dept.	233.61	$24,500.00
Hospital Fund	$4,000.00	
Garbage Disposal	4,000.00	
Library	2,500.00	
Interest Engine House Bonds 1903	180.00	
Engine House Bonds 1903	4,000.00	
Sewer Bonds of 1905	3,000.00	
Interest on Sewer Bonds of 1905	240.00	
Interest on Waterworks Extension Bonds of 1910	427.50	
Interest on Waterworks Extension Bonds of 1912	787.50	
Interest on Hospital Bonds	1,125.00	$20,260.00
Total Tax Levied,		$44,760.00

Section 2. The City Clerk of said City is hereby directed to file with the County Clerk of De Kalb County, Illinois, on or before the third Tuesday of September, A.D.1918, a copy of this ordinance duly certified by him under the corporate seal of said city, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting on the 3rd day of September, A.D.1918, and approved by me, this 4th day of September, A.D.1918.

F E Wagley
Mayor.

Attest G N Blackman
City Clerk.

AN ORDINANCE

SALARIES-FIRE AND POLICE DEPTS.

ESTABLISHING the pay of the Police and Fire Departments of the City of DeKalb, Illinois.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Section 1. That the several members of the Police and Fire Departments of the City of DeKalb shall be paid, from and after the first day of October, A D 1918, at the following rates:

POLICE DEPARTMENT.

Chief of Police, the sum of One Hundred Fifteen Dollars per month;
Assistant Chief of Police, the sum of One Hundred Ten Dollars per month;
Police Officers, other than Chief of Police and Assistant Chief of Police, the sum of One Hundred Dollars per month;

FIRE DEPARTMENT.

Fire Marshal, the sum of one Hundred Fifteen Dollars per month;
Captain, the sum of One Hundred Ten Dollars per month;
Lieutenant, the sum of One Hundred Five Dollars per month;
Members, after thirty days service, One Hundred Dollars per month.
Members under thirty days service the sum of Ninety-five dollars per month.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of DeKalb at a regular meeting held on the 1st. day of October, A D 1918, and approved by me this 7th day of October, A D 1918.

F E Wagley
Mayor.

Attest:
G R Blackman
City Clerk.

AN ORDINANCE

PRIMARY & ELECTION ORDINANCE-MARCH & APRIL 1919.

providing for the annual City Flection of April 1919, and for the annual City Primary of March 1919, in and for the City of DeKalb, Illinoss.

Be it ordained by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois;

Section 1. That at the annual city election, to be held in and for said city, upon the 15th day of April, A D 1919, the same being the third Tuesday of said month, there shall be elected a Mayor, City Attorney, City Clerk, City Treasurer, and one alderman for each of the five wards of said city.

The various polling places for said election, and the judges and clerks of election shall be as follows:-

FIRST WARD.

Judges.	Clerks.
F J Flusch	H H Hanway.
Charles Camp	Martin Hickey
Ernest Carter	William Duffey

Polling Place: Foiles' Garage in South First St.

SECOND WARD.

J G Lundberg	C F Dart
E F Collin	Anna Moore
J A Blomquist	Herbert Carlson

Polling Place: Office Haish Auditorium, 121 N. Third St.

THIRD WARD.

Gust F Johnson	Victor Stremm
Park Vanordstrand	Mrs Herman Anderson
Mrs. John Anderson	Will Ballou

Polling Place: Finnish Hall in State Street.

FOURTH WARD.

S A Milligan	Nell Swain
G W Hubbard	H A Evans
Marie Johnson	George Bristow

Polling Place: Bristow's Barn in South Seventh St.

FIFTH WARD.

J H Jarboe	S D Arnold
M Hanrahan	E W Baldwin
John Blair	E Pooler

Polling Place: City Hall Building in South Second St.

Section 2. The City Clerk of said City is hereby directed to give notice of said election, pursuant to the Statute in such case made and provided.

Section 3. The various polling places hereinbefore named, and the judges and clerks for the respective wards hereinbefore named shall constitute and they are hereby made, the polling places for the respective Wards, and the judges and clerks for the respective wards, for the annual city primary to be held in and for said City on Tuesday the 11th day of March, A D 1919, the same being the second Tuesday on said month.

Section 4. The City Clerk of said City is hereby directed to give notice of said Primary, pursuant tothe Statute in such case made and provided.

Section 5. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Couhcil of said City and approved by the Mayor thereof this 4th day of February, A D 1919.

F E Wagley Mayor.

Attest:

G H Blackman City Clerk.

Published in the Daily Independent Feb. 8th 1919.

AN ORDINANCE

LARY ORDINANCE
R TERM ENDING
RIL 30,1921.

fixing the salary and compensation of certain officers of the City of DeKalb, for the term ending April 30th 1921.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Section 1. The salaries of the elective officers of the City of DeKalb hereinafter mentioned, for the term ending April 30th A D 1921, shall be and the same are hereby fixed as follows:

MAYOR, the sum of Five Hundred Dollars per annum.

CITY CLERK, the sum of Fourteen Hundred Dollars per annum.

CITY TREASURER, the sum of Two Hundred Fifty Dollars per annum.

CITY ATTORNEY; The sum of Nine Hundred Dollars per annum; in full compensation for all services rendered by him, including any and all services rendered by him, in or about any special assessment, or special taxation proceedings, except as follows:

1. He shall also be paid his necessary traveling, lodging and boarding expenses, when engaged by order of the City Council, in the business of said city, outside of DeKalb County.

2. He shall also be paid at the rate of Fifteen Dollars per day for time actually spent by him in court in the actual trial of contested cases in courts of record, whether before the court or before a jury; provided that the payment provided for in this section shall not include for any time spent by him in preparing, filing or settling, any pleadings in any such case, nor for any time spent by him in preparing any such case for trial.

3. He shall keep an accurate record of time spent by him upon services to be paid for upon such per diem basis, and of his expenses as mentioned in Article 1 above, which record he shall e exhibit at any time, upon request, to the Mayor or City Council or any committee or member thereof.

Section 2. This ordinance shall take effect and be in force from and after May 1st. 1919.

Passed by the City Council of said city at a regular meeting thereof upon the 4th day of February A D 1919, and approved by me this 12th day of February A D 1919.

F E Wegley
Mayor.

Attest:
G R Blackman
City Clerk.

AN ORDINANCE

PROVIDING FOR JUDGES AND CLERKS OF ELECTION AND POLLING PLACES FOR A PRIMARY AND ELECTION FOR JUDGE AND CLERK OF THE CITY COURT OF DE KALB.

BE IT ORDAINED by the City Council of the City of DeKalb, in DeKalb County, Illinois:

Primary & Elect City Court of DeKalb.

Section 1. That the primary for the nomination of candidates for Judge and Clerk of the City Court of DeKalb shall be held upon the first Tuesday of May, A.D. 1919, the same being three weeks prior to the fourth Tuesday of said month, which is the date fixed and provided by law for election of such Judge and Clerk, and the election for such Judge and Clerk shall be held upon the fourth Tuesday of said month (the first Tuesday being the 6th and the fourth Tuesday being the 27th day of said month), at the polling places hereinafter named, and with the following named persons, who are hereby appointed as, judges and clerks of said elections:

FIRST WARD.

Judges	Clerks
F. J. Flusch	H. H. Hanway
Chas. Camp	Martin Hickey
Ernest Carter	William Duffey

Polling Place: Foiles Garage in South First Street.

SECOND WARD.

J. G. Lundberg	C. Kirchner
J. A. Blomquist	Harry Hall
Anna Moore	Mrs. L. Hubbard

Polling Place: Haish Auditorium Office in North Third Street.

THIRD WARD.

Gust Johnson	Victor Strem
Park VanOrdstrand	Jane Swanson
Christine Anderson	Christine Anderson

Polling Place: Finnish Hall in State Street.

FOURTH WARD.

Geo. Bristow	A. D. Heath
G. W. Hubbard	Carl Tudor
S. A. Milligan	H. A. Evans

Polling Place: Bristow's Barn in South Seventh Street.

FIFTH WARD.

J. H. Jarboe	E. W. Baldwin
M. Hanrahan	E. Pooler
John Blair	S. D. Arnold

Polling Place: City Hall in South Second Street.

Passed by the City Council at a regular meeting held April 1, 1919, and approved by me, this 2nd day of April, A.D. 1919.

T. E. Wagley
Mayor.

Attest:
G. R. Blackman
City Clerk.

Published in the Daily Independent April 17th 1919.

.rd of Local
›rovements For
.r 1920.

AN ORDINANCE

appointing a Board of Local Improvements for the year ending April 30th 1920.

BE IT ORDAINED by the City Council of the City of DeKalb, in DeKalb County, Illinois:

Section 1. That aldermen Hiland, Moore, Nelson, Shipp and Kennedy, be and they are hereby appointed as members, together with the Mayor and Public Engineer, of the Board of Local Improvements for the year ending April 30th 1920.

Passed by the City Council this 3rd day of June A.D. 1919 and approved by me this 4th day of June A.D. 1919.

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F. E. Vagley
Mayor.

Attest:
G. R. Blackman
City Clerk.

AN ORDINANCE

making appropriations for corporate purposes of the City of De Kalb, for the fiscal year of said City from May 1st 1919 to April 30th 1920, inclusive.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

SECTION 1. The following sums, or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County in the State of Illinois, for the fiscal year of said City beginning May 1st 1919 and ending April 30th 1920 inclusive.

Salaries (City Officers)	5,500.00
City Council	1,600.00
Fire Department	10,500.00
Police Department	9,000.00
Streets & Alleys	3,500.00
Sidewalks	1,000.00
Waterworks Maintenance	4,500.00
Waterworks Pumping	8,000.00
Sewers & Drains	1,500.00
Street Lighting	11,000.00
Public Buildings	1,000.00
Rest Room	800.00
Health Department	1,500.00
Parks	1,100.00
Election Expense	800.00
City Court	500.00
Incidentals	1,000.00
Board of Local Improvements	1,000.00
Extraordianary Repairs & Replacements	3,000.00
Permanent Improvements:	
Public Benefits-Special Assessments	1,000.00
Fire Dept. Equipment	800.00
Police Dept. Equipment	300.00
Extension Waterworks	2,000.00
Extension Sewers & Drains	7,000.00
Extension Sidewalks	500.00
	78,400.00
Hospital Maintenance	4,000.00
Garbage Disposal	4,000.00
Library	2,500.00
Hospital Bonds & Interest	1,125.00
Interest Waterworks Extension Bonds 1910	427.50
Interest Waterworks Extension Bonds 1912	787.50
Sewer Bonds of 1905-bonds due	3,000.00
Interest on above bonds of 1905	120.00
	94,360.00

All unexpended balances of any item or items of any general appropriation made by this ordinance may be expended by making up any deficiency in any item in the general appropriations and for the same general purpose, or in a like appropriation made by this ordinance.

SECTION 2. This ordinance shall be in force and effect from and after ten days after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting held July 1st 1919, and approved by me this 2nd day of July A.D. 1919.

F. E. Wagley
Mayor

Attest:

G. H. Blackman
City Clerk.

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AN ORDINANCE

vacating the Westerly six inches of North Tenth Street opposite Lot H of Sharp's Subdivision.

BE IT ORDAINED by the City Council of the City of De Kalb in the county of De Kalb in the State of Illinois:

Section 1. That for the purpose of correcting an error in description of property described as the East Thirty-eight (38) feet of Lot H of Sharp's Subdivision of part of the Southeast Quarter of Section Fourteen (14) Township Forty (40) North, Range four (4) East of the Third Principal Meridan contained in deed by Walter Smith to the City of De Kalb, dated July 12th, A.D. 1912, recorded in Book 117 of Deeds on Page 349, said deed having been made for the purpose of making Tenth Street of the width of Sixty (60) feet, for which purpose the West six(6) inches of said premises was unnecessary, and which description in said deed should have been the West Thirty-seven and five tenths(37.5) feet of said premises, the Westerly six (6) inches of the East Thirty-eight (38) feet of said Lot H by said deed conveyed to said city for use as a street is hereby vacated, and the Mayor and City Clerk are hereby authorized to execute a proper quit claim deed of said City of De Kalb to said Walter Smith for the same.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held August 5th, A.D. 1919, and approved by me this 6th day of August, A. D. 1919.

F. E Wagley
Mayor.

Attest: G R Blackman
City Clerk.

****

AN ORDINANCE

Amending Section 8 of Chapter 44 on Peddlers and Itinerant Merchants of the Revised Ordinance passed by the City Council April 4th, 1914.

Be it Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That Section 8 of Chapter 44 on Peddlers and Itinerant Merchants of the Revised Ordinances passed April 4, 1914, shall be and the same is hereby amended by striking out the following provision thereof:

"For selling produce of any kind from any freight car in said city, Five Dollars per day or Twenty-five Dollars per week.

SECTION 2. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the city council of the City of De Kalb at a regular meeting held August 5th, 1919, and approved by me this 6th day of August, 1919.

F. E Wagley
Mayor.

Attest: G R Blackman
City Clerk.

FOR THE LEVY AND ASSESSMENT OF TAXES FOR CORPORATE PURPOSES OF THE CITY OF DE KALB, FOR THE FISCAL YEAR OF SAID CITY, ENDING ON THE 30th DAY OF APRIL, A. D. 1920.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

SECTION 1.n The sum of fifty-seven thousand six hundred ten & no/100 Dollars ($57,610.00), the same being part of the total appropriation heretofore made for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, Illinois, to be collected from the tax levy for the current fiscal year of said city, shall be and the same is hereby levied and assedded upon all real and personal property in said city subject to its municial tax, as the same is assessed for State and County purposes for the current fiscal year of said City, (the appropriations for the current fiscal year of said City ending April 30th A.D. 1920, the total amount of which has been ascertained by an ordinance passed by the City Council of said City on the 1st day of July A.D. 1919, approved by the Mayor of said City on the 2nd day of July A.D. 1919, and published in the De Kalb Daily Chronicle, a daily secular newspaper of general circulation, published and circulated in said City for at least six months preceding the date of publication of said ordinance therein, on the 5th day of July A.D. 1919, the amount of said appropriation being as follows:

Salaries	$5,500.00
City Council	1,600.00
Fire Department	10,500.00
Police Department	9,000.00
Streets & Alleys	3,500.00
Sidewalks	1,000.00
Waterworks Maintenance	4,500.00
Waterworks Pumping	8,000.00
Sewers & Drains	1,500.00
Street Lighting	11,000.00
Public Buildings	1,000.00
Rest Room	800.00
Health	1,500.00
Parks	1,100.00
Election Expense	800.00
City Court	500.00
Incidentals	1,000.00
Board of Local Improvements	1,000.00
Extraordinary Repairs and Replacements	3,000.00
Permanent Improvements:	
Public Benefits, Special Assessments	1,000.00
Fire Department Equipment	800.00
Police Dept. Equipment	300.00
Extension of Waterworks	2,000.00
Extension of sewers & drains	7,000.00
Extension of Sidewalks	500.00
Hospital Fund	4,000.00
Garbage Disposal	4,000.00
Library	2,500.00
Interest on Hospital Bonds	1,125.00
Interest Waterworks Extension Bonds 1910	427.50
Interest " " " 1912	787.50
Sewers Bonds of 1905-Bonds due	3,000.00
Interest on Sewer Bonds of 1905	120.00
Total	94,360.00

The remaining amount of said appropriations shall be filled and raised from money on hand not otherwise appropriated and from other sources of revenue of said city, the said sum so levied and assessed as aforesaid being divided between said items of said appropriation as follows:

Salaries	2,300.00	
City Council	1,000.00	
Fire Department	5,000.00	
Police Department	3,500.00	
Streets & Alleys	1,700.00	
Waterworks Maintenance	1,700.00	
Waterworks Pumping	1,700.00	
Sewers & Drains	1,200.00	
Street Lighting	3,400.00	
Public Buildings	850.00	
Rest Room	500.00	
Health Department	2,000.00	
Parks	700.00	
Election Expense	800.00	
City Court	500.00	
Incidentals	3,500.00	
Board of Local Improvements	800.00	
Extraordinary Repairs and Replacements	2,500.00	
Permanent Improvements:		
Public Benefits-Special Assessments	800.00	
Fire Dept. Equipment	800.00	
Police Dept. Equipment	200.00	
Extension Waterworks	2,500.00	
Extension Sewers & Drains	2,850.00	
Extension Sidewalks	850.00	41,650.00
Hospital Fund	4,000.00	
Garbage Disposal	4,000.00	
Library	2,500.00	
Interest on Hospital Bonds	1,125.00	
Interest on Waterworks Extension Bonds 1910	427.50	

Interest on Waterworks Extension Bonds of 1912	787.50	
Sewer Bonds of 1905-Bonds due	-3,000.00	
Interest on Sewer Bonds of 1905	120.00	15,960.00
Levy Total		57,610.00

SECTION 2. The City Clerk of said City is hereby directed to file with the County Clerk of De Kalb County, Illinois, on or before the 3rd Tuesday of September A.D. 1919, a copy of this ordinance duly certified by him under the corporate seal of said City, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting on the 2nd day of September A.D. 1919, and approved by me, this 4th day of September A.D. 1919.

F E Wagley
Mayor

Attest:
G R Blackman
City Clerk.

Primary & Election March & April 1920

AN ORDINANCE

providing for the annual city election of April 1920 and for the annual city primary of March 1920, in and for the City of De Kalb, Illinois.

BE IT ORDAINED by the City Council of the City of De Kalb in the county of De Kalb and State of Illinois:

SECTION 1. At the annual city election to be held in and for said city of the third Tuesday of April, being the 20th day of April A D 1920, there shall be elected one alderman from each of the five wards of said city, and at the primary election to be held on the second Tuesday of March, being the 9th day of March A D 1920, there shall be nominated candidates for aldermen for each of said five wards for the term of two years beginning May 1st 1920.

SECTION 2. The following named persons are hereby appointed judges and clerks of said elections:

FIRST WARD

JUDGES	CLERKS
Charles Camp	Bert Holderness
E. Carter	Will Kaesser
F. N. Newcomb	John Taylor

Polling place Foiles Garage in South First St.

SECOND WARD

John Lundberg	Anna Moore
E. F. Collin	C. Kirchner
Harry Hall	Clara Hubbard

Polling place Haish Auditorium in North Second St.

THIRD WARD

P. Vanordstrand	Christine Anderson, 740 No 11th St.
Gust F. Johnson	V. Stremm
Christine Anderson	William Nelson
1129 Pleasant St.	

Polling place Finnish Hall in State St.

FOURTH WARD

George Bristow	A. Heath
S. A, Milligan	Roy Spicer
H. A. Evans	C. Tolf

Polling place Bristows Garage in South Seventh St.

FIFTH WARD

J. H. Jarboe	W. Baldwin
John Blair	S. D. Arnold
M. Hanrahan	N. Pooler

Polling place, City Hall in South Second St.

And the City Clerk of said City is hereby directed to give notice of said elections, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting, held February 3rd A D 1920, and approved by me this 5th day of February A D 1920.

F E Wagley
Mayor

Attest:
G R Blackman
City Clerk.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DE KALB, ILLINOIS:

SECTION ONE: That F. G. Anderson, F. J. Whitgrove and Burr B. Smiley, as the Board of Trustees of the Public Hospital of the City of De Kalb, Illinois, as trustees, BE and THEY ARE HEREBY EXPRESSLY AUTHORIZED AND DIRECTED to execute a certain agreement with Samuel E. Bradt and John W. Glidden, as the surviving trustees under the last will and testament of Joseph F. Glidden, deceased, a true copy of which instrument is attached hereto and made a part hereof.

SECTION TWO: That the said F. G. Anderson, F. J. Whitgrove and Burr B. Smiley, as such Board of Directors of said hospital, but as trustees, are hereby authorized and directed to accept the gifts and the conveyance in said instrument described, upon the conditions, covenants and agreements set forth in said instrument.

PASSED by the City Council of the said City of De Kalb, Illinois, this _____day of _____1920.

F E Wagley
Mayor

Attest:

G R Blackman
City Clerk.

Transferring
Certain Sums
& Real Estat
of the Josep
F. Glidden E
to the Board
Directors of
Public Hospi

CONVEYANCE
and
DEED OF GIFT

THIS INDENTURE made this _____ day of _____ 1920, by and between SAMUEL E. BRADT and JOHN W. GLIDDEN, as the surviving trustees under the last will and testament of Joseph F. Glidden, deceased, late of the City of De Kalb, County of De Kalb and State of Illinois, hereinafter sometimes referred to as the "Trustees", and F. G. Anderson, F. J. Whitgrove and Burr B. Smiley, as the BOARD OF DIRECTORS of the Public Hospital of the said City of De Kalb, Illinois, hereinafter sometimes referred to as the "Board of Directors", WITNESSETH:

THAT WHEREAS one Joseph F. Glidden, for many years a resident of the said City of De Kalb, departed this life at the said City of De Kalb on the 1st day of October, 1906, leaving a last will and testament in which it was provided, among other things, that the trustees therein named should found and build a hospital in the City of De Kalb and expend therefor the sum of Twenty-two thousand dollars ($22,000.00) including the building and grounds; that said hospital should be in memory of Lucinda Warne Glidden, the wife of the said Joseph F. Glidden, and Elva Glidden Bush, the daughter of the said Joseph F. Glidden; that the said hospital should be known as the "Joseph F. Glidden Hospital"; that the two most prominent rooms for patients in said hospital should be known, one, as the "Lucinda Warne Glidden" room and the other as the "Elva Glidden Bush" room; that said two rooms should be free rooms; that said trustees should cause said hospital to be incorporated under the laws of Illinois, with such board of trustees or managers as the trustees under said will might deem for the best interests of said hospital; that upon the completion of said hospital building the said trustees should convey the same together with the ground upon which the same should be built to such incorporated hospital upon condition that it would be forever maintained as such and that said "Lucinda Warne Glidden" room and said "Elva Glidden Bush" room should be forever maintained as free rooms; that the trustees under said will should also pay to the said incorporated hospital the sum of Five thousand dollars ($5000.00) cash as an endowment of said "Lucinda Warne Glidden" room, the income of which Five thousand dollars ($5,000.00) should be used by said hospital to maintain said "Lucinda Warne Glidden" room as a free room, and

WHEREAS at the time of the death of the said Joseph F. Glidden there was no public hospital in the said city of De Kalb and no provision had at that time been made by the said City of De Kalb for the erection of a public hospital, but since the death of the said Joseph F. Glidden the said City of De Kalb has in accordance with the statute in such case made and provided, established and built and by annual taxation has maintained a public hospital in the said City of De Kalb, and

WHEREAS the population of the said City of De Kalb has rapidly increased since the death of the said Testator and the hospital building now owned by the said City of De Kalb is inadequate for the necessities and demands of said community for hospital service and the said city of De Kalb desires to erect an addition to its present hospital in order to adequately provide for the necessities of the residents of the said city, and

WHEREAS the trustees are the owners of certain real estate adjoining the present hospital of the said City of De Kalb, title to which the Board of Directors desire to acquire for the purpose of erecting thereon an addition to the present hospital of said city, and

WHEREAS in a certain proceeding in the Circuit Court of De Kalb County, Illinois, known as General Number 20022 in which the trustees were the complainants and Annie L. Glidden and others were the defendants the said Circuit Court ordered, adjudged and decreed that the trustees be and they were thereby authorized and directed to execute a deed of gift as such trustees to the said Board of Directos and their successors in office, as trustees, of said sum of Twenty-two thousand dollars ($22,000.00) for the purpose of founding and building a hospital in the said city of De Kalb , together with all interest and income received by the trustees upon said last mentioned sum since the date the same was set aside to the date of the execution and delivery of said deed of gift; that the said deed of gift should specify that the said board of directors and their successors in office, as trustees, should accept said gift for the sole and exclusive purpose of erecting a hospital in the said City of De Kalb, or an addition to the present hospital in the said City of De Kalb, which said hospital or addition thereto, as the case might be, should be known as the "Joseph F. Glidden Hospital" and upon the further condition that the two most prominent rooms for patients in said hospital, orcaddition thereto, should be known, one, as the "Lucinda Warne Glidden" room and the other as the "Elva Glidden Bush" room, which two rooms should be free rooms and upon the further condition that said hospital, or the addition to the present hospital, as the case might be, should forever maintained as a hospital and that the "Lucinda Warne Glidden" room and the said "Elva Glidden Bush" room should be forever maintained by the said directors and their successors in office as free rooms, and

WHEREAS under the terms of said decree above mentioned the trustees were also authorized and directed to give to the Board of Directors the said sum of Five thousand dollars ($5,000.00) mentioned in said last will and testament and to incorporate in the deed of gift therefor the conditions specified in said will upon which the said last mentioned sum should be received and used by the said trustees, viz., that the income from said sum of Five thousand dollars ($5,000.00) should be used by the Board of Directors and their successors in office as trustees to maintain said "Lucinda Warne Glidden" room as a free room in accordance with the terms of said last will and testament, and

WHEREAS the trustees are the owners of the real estate hereinafter described, which adjoins the present hospital of the said city of De Kalb, which the Board of Directors wish to acquire for the purpose of locating thereon an addition to the present hospital of the said City of De Kalb, and

WHEREAS the said city of De Kalb did on the _____ day of _____ 1920, adopt and pass a certain ordinance expressly authorizing and directing the Board of Directors to accept this deed of gift upon the terms and conditions hereinafter mentioned, and

WHEREAS the Board of Directors did on the _____ day of _____ 1920, at a meeting of said Board of Directors adopt a resolution to accept this deed of gift upon the terms and conditions herein specified,

NOW: THEREFORE, IN CONSIDERATION of the mutual promises and agreements of the parties hereto, it is agreed as follows:

FIRST: The said Samuel E. Bradt and John W. Glidden, as the surviving trustees under the last will and testament of Joseph F. Glidden, deceased, FOR and IN CONSIDERATION of the sum of Fifteen hundred dollars ($1,500.00) to them in hand paid by F. G. Anderson, F. J. WHITGROVE and BURR B. SMILEY as the Board of Directors of the Public Hospital of the City of De Kalb, Illinois, Do HEREBY GRANT, BARGAIN, SELL, TRANSFER, REMISE, ALIEN, RELEASE, CONVEY, ASSIGN and SET OVER and by these presents have granted, bargained, sold, transferred, remised, aliened, released, conveyed, assigned and set over unto the said F. G. Anderson, F. J. Whitgrove and Burr B. Smiley as the Board of Directors of the Public Hospital of the City of De Kalb, Ill., and their successors in office forever, but as trustees, the following described real estate, situated in the City of De Kalb, County of De Kalb and State of Illinois, towit; Lots one (1), two (2) and three (3) in Block Ten (10) in Taylor's Addition to the City of De Kalb, Illinois, but subject to the conditions, covenants and agreements hereinafter contained.

SECOND: The said Samuel E. Bradt and John W. Glidden, as the surviving trustees under the last will and testament of Joseph F. Glidden, deceased, do hereby give and have concurrently with the execution of this instrument delivered to the said F. G. Anderson, F. J. Whitgrove and Burr B. Smiley, as the Board of Directors of the Public Hospital of the City of De Kalb, Illinois, and their successors in office forever, but as trustees, the sum of Twenty-two thousand dollars ($22,000.00) and the further sum of Seven Thousand Seven Hundred Sixty-one & -----37/100Dollars ($7761.37) being the interest and income received by the trustees upon said sum of Twenty-two thousand dollars ($22,000.00) since the date when said sum of Twenty-two thousand dollars ($22,000.00) as set aside by the trustees in accordance with the terms of said last will and testament, which said sums of money the said Board of Directors for themselves and their successors in office as trustees, in accordance with the statute in such case made and provided, hereby accept, upon the terms and conditions and in accordance with the conditions, covenants and agreements hereinafter specified.

THIRD: The said Samuel E. Bradt and John W. Glidden, as the surviving trustees under the last will and testament of Joseph F. Glidden, deceased, do hereby give and have concurrently with the execution of this instrument, delivered to the said F. G. Anderson, F. G. Whitgrove and Burr B. Smiley, as the Board of Directors of the Public Hospital of the City of De Kalb, Illinois, and their successors in office forever, but as trustees, the sum of Five thousand dollars ($5,000.00) which said sum of money the said Board of Directors, for themselves and their successors in office, as trustees, in accordance with the statute in such case made and provided, hereby accept,

upon the terms and conditions and in accordance with the covenants and agreements hereinafter specified.

FOURTH: The said F. G. Anderson, F. J. Whitgrove and Burr B. Smiley as the Board of Directors of the Public Hospital of the City of De Kalb, Illinois, for themselves and their successors in office, as trustees, do hereby accept the conveyance of the real estate hereinabove described and the said sum of Twenty-two thousand dollars ($22,000.00), also the further sum above specified (being the accumulated interest thereon) upon the express condition that the real estate above described shall be used only for the erection thereon of a public hospital, or for an addition to the present hospital of the said City of De Kalb and that said hospital or addition thereto shall be forever maintained as a public hospital and shall be known as and named the "Joseph F. Glidden Hospital"; that the sum last mentioned (and the accumulated interest thereon) shall be used exclusively by said Board of Directors for the erection of said hospital or addition thereto, and for no other purpose; that the two most prominent rooms for patients in said hospital shall be known, one, as the "Lucinda Warne Glidden" room and the other as the "Elva Glidden Bush" room; that said two rooms last mentioned shall be maintained as free rooms and that a suitable tablet shall be placed in or upon said hospital or addition thereto, stating that the said hospital or addition thereto, as the case may be, is in memory of Lucinda Warne Glidden, the wife, and Elva Glidden Bush, the daughter, of Joseph F. Glidden, deceased.

FIFTH: The said F. G. Anderson, F. J. Whitgrove and Burr B. Smiley, as the Board of Directors of the Public Hospital of the City of De Kalb, Illinois, for themselves and their successors in office, as trustees, do hereby accept the said gift of Five thousand dollars ($5,000.00) upon the express condition that the said sum of Five thousand dollars ($5,000.00) the receipt whereof concurrently herewith is hereby acknowledged, shall be invested and reinvested by them and the income therefrom used by the said Board of Directors and their successors in office as trustees, to maintain the said "Lucinda Warne Glidden" room in said hospital as a free room and upon the further condition that the income from said sum of Five thousand dollars ($5,000.00) shall never be used for any other purpose whatsoever.

SIXTH: It is hereby expressly covenanted and agreed by and between Samuel E. Bradt and John W. Glidden, as the surviving trustees under the last will and testament of Joseph F. Glidden, deceased, their heirs, executors, administrators and assigns, and the said F. G. Anderson, F. J. Whitgrove and Burr B. Smiley, as the Board of Directors of the Public Hospital of the City of De Kalb, their heirs, executors, administrators and successors in office, that the real estate above described shall be used for the purposes hereinabove mentioned and that the building to be erected thereon will be maintained as a public hospital of the said City of De Kalb and that the covenants and agreements herein contained and the conditions upon which the said real estate is conveyed shall be covenants running with the land and should the real estate above described cease at any time to be used as the site for a public hospital, or if the building erected thereon shall cease to be used as a public hospital, the title to said real estate and all improvements thereon shall immediately revest in the persons who shall at that time be the heirs-at-law of Joseph F. Glidden, deceased, provided, however, that if the said City of De Kalb shall in the manner then provided by law, change the location of said hospital and shall likewise take the steps required by law to authorize the said city of De Kalb or said Board of Directors of the Public Hospital of the said City of De Kalb to dispose of said real estate and the improvements thereon and shall dispose of the same within one (1) year after the completion or acquirement of such new hospital, then the title to said real estate shall not revert to the then heirs-at-law of the said Joseph F. Glidden, deceased, provided further, that the proceeds of the sale of said real estate and the improvements thereon shall be used in acquiring such new hospital or in the maintenance thereof.

IN WITNESS WHEREOF the said Samuel E. Bradt and John W. Glidden as trustees under the last will and testament of the said Joseph F. Glidden, deceased, and the said F. G. Anderson, F. J. Whitgrove and Burr B. Smiley, as the Board of Directors of the Public Hospital of the City of De Kalb, Illinois, have hereunto set their hands and seals the day and year first above written.

_____(SEAL)

_____(SEAL)

As trustees under the last will and testament of Joseph F. Glidden, deceased.

_____(SEAL)

_____(SEAL)

_____(SEAL)

As the Board of Directors of the Public Hospital of the City of De Kalb, Illinois.

STATE OF ILLINOIS)
) SS.
COUNTY OF DE KALB)

I, _____ a Notary Public in and for the said De Kalb County in the State aforesaid, DO HEREBY CERTIFY that SAMUEL E. BRADT and JOHN W. GLIDDEN, as trustees under the last will and testament of Joseph F. Glidden, deceased, are personally known to me to be the same persons whose names are subscribed to the foregoing Instrument, appeared before me this day in person and acknowledged that they signed, sealed and delivered the said Instrument as their free and voluntary act, as such trustees, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal, this _____ day of _____ A. D. 1920.

_____
Notary Public

STATE OF ILLINOIS)
) SS.
COUNTY OF DE KALB)

I, - - - - _____ a Notary Public in and for the said De Kalb County in the State aforesaid, Do HEREBY CERTIFY that F. G. Anderson, F. J. Whitgrove and Burr B. Smiley, as the Board of Directors of the Public Hospital of the City of De Kalb, Illinois, are personally known to me to be the same persons whose names are subscribed to the foregoing Instrument, appeared before me this day in person, and acknowledged that they signed, sealed, and delivered the said Instrument as their free and voluntary act as such Board of Directors, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial Seal, this _____ day of _____ A. D. 1920.

_____
Notary Public.

AN ORDINANCE
PROVIDING FOR A PUBLIC COMFORT STATION ON LINCOLN HIGHWAY.

Public Comfo
Station Nort
Fifth Street

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the state of Illinois:

Section 1. A public comfort station, equipped with the necessary separate toilets, closets and urinals for men and women, lavatories and other conveniences for rest and refreshment of the travelling public, is hereby ordered established on the portion of North Fifth Street between Lincoln Highway and the south right of way line of the Chicago & Northwestern Railway Company, and the offer of Sawyer & Sons, heretofore made, in writing, to construct and maintain the same for said city in said location, in accordance with plans submitted to the city council on this date, is hereby accepted by said city.

Section 2. The same shall be located centrally and adjacent to the North line of Lincoln Highway, and so as not to interfere substantially with access to abutting property.

Section 3. The erection and construction of the same shall be in accordance with the ordinances of said city, and under the supervision and to the satisfaction of its Committee on Streets and Alleys.

Section 4. Said Sawyer & Sons are hereby granted permission to use room in such structure not necessary for such public use, for office room and space for supplies of a gasoline and oil service station, upon the following conditions:

1. They shall pay to said city as annual rental for the same the sum of twenty-five & No/100 - - - - Dollars, on the first day of May off each year.

2. They shall furnish necessary attendance for care and proper upkeep of the premises during the usual hours of public travel, and keep and maintain the same in proper and sanitary condition satisfactory to said city.

Section 5. The right is hereby granted Sawyer & Sons to continue to maintain underground, in said portion of said street adjacent to the said railroad right of way, the underground metal tank for storage of gasoline now owned by them and so located, during their occupation of the premises in this ordinance authorized.

Section 6. Said city shall have the right whenever said Sawyer & Sons shall fail to keep, perform and observe the conditions on their part hereby mentioned to be kept and performed, to revoke the permission and authority hereby granted for occupancy of said premises, in which event, whenever such right shall be exercised by said city, after ten days' notice in writing of its intention to do so in event of the failure of Sawyer & Sons to comply with its orders relative thereto, as herein provided, within said period, the rights of Sawyer & Sons hereunder shall be terminated and said city shall have the right to enter upon and dispossess them from the premises.

Section 7. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the city council of the city of De Kalb at a regular meeting held February 3rd, 1920, and approved by me, this 9th day of February, A. D. 1920.

F E Wagley
Mayor.

Attest:

D N Blackman
City Clerk.

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re & Police
partment.

AN ORDINANCE

Establishing the pay of the Police and Fire Departments of the City of De Kalb, Illinois,

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. That the several members of the police and fire departments of the City of De Kalb, shall be paid, from and after the 1st day of March A D 1920, at the following rates:

POLICE DEPARTMENT

Chief of Police, the sum of One Hundred Twenty-five Dollars per month;
Assistant Chief of Police , the sum of One Hundred Twenty Dollars per month;
Police Officers, other than Chief of Police and Assistant Chief of police, the sum of One Hundred Ten Dollars per month;

FIRE DEPARTMENT

Fire Marshal, the sum of One Hundred Twenty-five Dollars per month;
Captain, the sum of One Hundred Twenty Dollars per month;
Lieutenant, the sum of One Hundred Fifteen Dollars per month;
Members under thirty days service, One Hundred Five Dollars per month;
Members after thirty days service, One Hundred Ten Dollars per month;

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, Illinois, at a regular meeting held on the 2nd day of March A D 1920, and approved by me this 4th day of March A D 1920.

F E Wagley
Mayor

Attest:
G R Blackman
City Clerk.

AN ORDINANCE

Establishing the pay of the Police and Fire Departments of the City of De Kalb, Illinois.

BE IT ORDAINED by the City Council of the City of De Kalb, Ill, in the County of De Kalb, in the State of Illinois:

Section 1. That the several members of the police and fire departments of the City of De Kalb, shall be paid, from and after the 15th day of April A D 1920, at the following rates:

Salaries of Fire & police Depts.

POLICE DEPARTMENT

Chief of Police, the sum of One Hundred Forty Dollars per month;
Assistant Chief of Police, the sum of One Hundred Thirty-five Dollars per month;
Police Officers, other than Chief of Police and Assistant Chief of Police, the sum of One Hundred Twenty-five Dollars per month;

FIRE DEPARTMENT

Fire Marshal, the sum of One Hundred Forty Dollars per month;
Captain, the sum of One Hundred Thirty-five Dollars per month;
Lieutenant, the sum of One Hundred Thirty Dollars per month;
Members under thirty days service, One Hundred Twenty Dollars per month;
Members after thirty days service, One Hundred Twenty-five Dollars per month;

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, Illinois, at an adjourned regular meeting held on the 23rd day of April A D 1920, and approved by me this 24th day of April A D 1920.

F E Wagley
Mayor

Attest:
G R Blackman
City Clerk.

AN ORDINANCE

olishing the fice of Public gineer.

abolishing the office of Public Engineer, and providing for the appointment of a Commissioner of Public Works.

BE IT ORDAINED by the City Council of the City of DeKalb, in the county of DeKalb and State of Illinois:

Section 1. That the office of Public Engineer, as created and provided for in the Revised Ordinances of said City, passed on the 4th day of April, A. D. 1914, shall be and the same is hereby abolished.

Section 2. A Commissioner of Public Works, as provided by Chapter 51 of said Revised Ordinances, shall be appointed by the Mayor as therein provided, and shall be paid such salary as shall from time to time be fixed for such office.

Section 3. The Commissioner of Public Works shall give bond for the faithful performance of his duties, as required by said Revised Ordinances, and shall perform the duties imposed under said Chapter 51, and the other duties and fill ex officio, as such Commissioner of Public Works, the other positions provided to be so filled by the person to be appointed Public Engineer heretofore under such Revised Ordinances; provided, however, that he shall not be required to perform or furnish any services or duties for which a knowledge of civil engineering is required.

Section 4. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of said City at a regular meeting held May 4th, 1920, and on said date approved by me.

Attest G R Blackman
City Clerk.

F E Nagley
Mayor.

AN ORDINANCE

making appropriations for corporate purposes of the City of DeKalb, for the fiscal year of said City, from May 1st 1920 to April 30th 1921, inclusive.

Appropriations for year ending April 30th 1921.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Section 1. The following sums, or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of DeKalb, a municipal corporation of DeKalb County, in the State of Illinois, for the fiscal year of said City, beginning May 1st 1920 and ending April 30th 1921 inclusive.

Salaries (City Officers)	$ 7,000.00
City Council	1,500.00
Fire Department	13,000.00
Police Department	10,500.00
Streets & Alleys	6,000.00
Sidewalks	1,000.00
Waterworks Maintenance	8,000.00
Waterworks Pumping	7,500.00
Sewers & Drains	1,500.00
Street Lighting	11,000.00
Public Buildings	1,000.00
Rest Room	1,200.00
Health Department	1,200.00
Parks	1,000.00
Election Expenses	1,300.00
City Court	500.00
Incidentals	1,500.00
Board of Local Improvements	500.00
Extraordinary Repairs and Replacements	2,000.00
Permanent Improvements:	
Public Benefits-Special Assessments	1,000.00
Fire Department Equipment	1,000.00
Police Department Equipment	300.00
Extension of Waterworks	2,000.00
Extension Sewers & Drains	25,000.00
Extension of Sidewalks	1,000.00
	107,500.00
Hospital Maintenance	4,000.00
Garbage Disposal	4,000.00
Public Library	2,500.00
Interest on Hospital Bonds	1,575.00
Interest on Waterworks Extension Bonds of 1910	427.50
Waterworks Extension Bonds of 1910-bonds coming due	3,000.00
Interest on Waterworks Extension Bonds of 1912	787.50
Public Hospital Building	75,000.00
	$198,790.00

All unexpended balances of any item or items of any general appropriation made by this ordinance, may be expended by making up any deficiency in any item in the general appropriations and for the same general purpose, or in a like appropriation made by this ordinance.

Section 2. This ordinance shall be in force and effect from and after ten days after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of DeKalb, at an adjourned regular meeting held May 11th 1920, and approved by me this 11th day of May A. D. 1920.

Attest: G R Blackman
City Clerk

F E Wagley
Mayor.

,000.00 Public
pital Addition
ds.

AN ORDINANCE

providing for the issuance of Sixty-five Thousand Dollars PUBLIC HOSPITAL ADDITION BONDS.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb in the State of Illinois:

Section 1. There shall be borrowed on the credit of the City of DeKalb the sum of Sixty-five Thousand Dollars ($65,000.00), for the purpose of erecting and equipping an additional building or buildings to be used as a part of the DeKalb Public Hospital heretofore established in said City.

The negotiable coupon bonds of said City shall be issued for such purpose and to the amount aforesaid, and shall be dated the first day of September, A. D. 1920, and shall bear interest at the rate of five and one quarter (5¼) per centum per annum, payable semi-annually on March 1st. and September 1st. of each year after their date, except as to the final interest payment date on bonds numbered from one hundred fifteen (115) to one hundred thirty (130) inclusive, which shall be of the date of maturity thereof, on August 1st. 1940.

Said bonds shall be numbered from one (1) to one hundred thirty (130) inclusive, and shall be of the denomination of Five Hundred Dollars ($500.00) each, and all of said bonds shall mature in order of their numbers, as follows:

Fifteen Hundred Dollars	($1,500.00)	Sept. 1st, 1925.
Fifteen Hundred Dollars	($1,500.00)	Sept. 1st, 1926.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1927.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1928.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1929.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1930.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1931.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1932.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1933.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1934.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1935.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1936.
Eight Thousand Dollars	($8,000.00)	Sept. 1st, 1937.
Eight Thousand Dollars	($8,000.00)	Sept. 1st, 1938.
Eight Thousand Dollars	($8,000.00)	Sept. 1st, 1939.
Eight Thousand Dollars	($8,000.00)	Aug. 1st, 1940.

There shall be and there is hereby levied and there shall be collected upon the taxable property in said City subject to its municipal tax, a direct annual tax for each of the years 1920 to 1940, both inclusive, sufficient to pay the principal and interest on said bonds when and as the same matures.

A special election shall be held in said City on Tuesday, June 29th, 1920, at the polling places hereinafter mentioned, and the following named persons shall be judges and clerks of said election:

FIRST WARD.

Judges.	Clerks.
Charles Camp	Bert Holderness
F. M. Newcomb	W. S. Martin
Ernest Carter	J. W. Taylor

SECOND WARD.

Judges.	Clerks.
J. G. Lundberg	C. Kirchner
H. E. Hall	Anna Moore
Ed. Larson	Clara L. Hubbard

THIRD WARD.

Judges.	Clerks.
Park Vanordstrand	Roy E. Fowler
Charles Eng	William Nelson
Christine Anderson	Mabel Russell

FOURTH WARD.

Judges.	Clerks.
George E. Bristow	Roy Spicer
H. A. Evans	Clarence Tolfe
S. A. Milligan	A. D. Heath

FIFTH WARD.

Judges.	Clerks.
J. H. Jarboe	S. D. Arnold
M. Hanrahan	E. W. Baldwin
J. M. Blair	V. A. Glidden

The polling places for said election shall be as follows;
FIRST WARD---Foiles Garage on South First Street.
SECOND WARD--Haish Auditorium Office on North Third Street.
THIRD WARD---Finnish Hall on State Street.
FOURTH WARD--Bristow's Barn on South Seventh Street.
FIFTH WARD---City Hall on South Second Street.

At said special election, the question of approval of this ordinance and the issuance of bonds herein provided for shall be submitted to the legal voters of said City for their approval, and due and proper notice shall be given of said election, as provided by law, which notice shall contain a copy of this ordinance.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of DeKalb at a regular meeting held June 1st, 1920, and approved by me this 2nd. day of June, 1920.

Attest:

G. N. Blackman
City Clerk.

F. E. Nagley
Mayor.

AN ORDINANCE

Public Hosp. Bond Issue of $65,000.00

adopting a form of bond and fixing the details for the issuance of PUBLIC HOSPITAL ADDITION BONDS in the sum of Sixty-five Thousand Dollars ($65,000.00), and providing for the levy of a tax to pay the same.

Whereas, on the first day of June, 1920, there was passed by the city Council of the City of De Kalb, and approved by the Mayor of said City on the 2nd day of June, 1920, and published as provided by law on June _____1920, the following ordinance:

AN ORDINANCE

providing for the issuance of Sixty-five Thousand Dollars Public Hospital Addition Bonds.

Be it Ordained by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section1. There shall be borrowed upon the credit of the City of De Kalb the sum of Sixty-five Thousand Dollars ($65,000), for the purpose of erecting and equipping an additional building or buildings to be used as part of the De Kalb Public Hospital heretofore established in said city.

The negotiable coupon bonds of said city shall be issued for such purpose and to the amount aforesaid, and shall be dated the first day of September, A D 1920, and shall bear interest at the rate of five and one quarter (5¼) per centum per annum, payable semi annually on March 1st and September 1st of each year after their date, except as to the final interest payment date on bonds numbered from one hundred fifteen (115) to one hundred thirty (130) inclusive, which shall be of the date of the maturity thereof, on August 1st, 1940.

Said bonds shall be numbered from one (1) to one hundred thirty (130) inclusive, and shall be of the denomination of Five Hundred Dollars each, and all of said bonds shall mature in order of their numbers, as follows:

Fifteen Hundred Dollars	($1,500.00)	Sept. 1st, 1925.
Fifteen Hundred Dollars	($1,500.00)	Sept. 1st, 1926.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1927.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1928.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1929.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1930.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1931.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1932.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1933.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1934.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1935.
Three Thousand Dollars	($3,000.00)	Sept. 1st, 1936.
Eight Thousand Dollars	($8,000.00)	Sept. 1st, 1937.
Eight Thousand Dollars	($8,000.00)	Sept. 1st, 1938.
Eight Thousand Dollars	($8,000.00)	Sept. 1st, 1939.
Eight Thousand Dollars	($8,000.00)	Aug. 1st, 1940.

There shall be and there is hereby levied and there shall be collected upon the taxable property in said city subject to its municipal tax, a direct annual tax for each of the years 1920 to 1940, both inclusive, sufficient to pay the principal and interest on said bonds when and as the same matures.

A special election shall be held in said city on Tuesday, June 29th, 1920, at the polling places hereinafter mentioned, and the following named persons shall be judges and clerks of said election.

Judges	First Ward	Clerks
Chas. Camp		Bert Holderness
F. M. Newcomb		W. S. Martin
Ernest Carter		J. W. Taylor
Judges	**Second Ward**	**Clerks**
J. G. Lundberg		C. Kirchner
H. E. Hall		Anna Moore
Ed Larson		Clara L. Hubbard
	Third Ward	
Judges		**Clerks**
Park Van Ordstrand		Roy E. Fowler
Chas. Engh		William Nelson
Christine Anderson		Mabel Russell
	Fourth Ward	
Judges		**Clerks**
George E. Bristow		Roy Spicer
H. A. Evans		Clarence Tolf
S. A. Milligan		A. D Heath
	Fifth Ward	
Judges		**Clerks**
J. H. Jarboe		S. D. Arnold
M. Hanrahan		E. W. Baldwin
J. M. Blair		V. A. Glidden

The polling places for said election shall be as follows:
First Ward- Foiles Garage on South First Street;
Second Ward- Haish Auditorium on North Third Street;
Third Ward- Finnish Hall on State Street;
Fourth Ward- Bristow's Barn on South Seventh Street;
Fifth Ward- City Hall on South Second Street;

At said special election the question of approval of this ordinance and the issuance of bonds herein provided for shall be submitted to the legal voters of said city for their approval, and due and proper notice shall be given of said election, as provided by law, which notice shall contain a copy of this ordinance.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held June 1st, 1920, and approved by me this 2nd day of June, 1920.

F. E. Wagley,
Mayor.

Attest,

G. N. Blackman, City Clerk
(Corporate Seal)

And whereas, the election provided for in said ordinance was duly held in said city according to law on June 29th, 1920, and the City Council of said City of De Kalb has at its regular meeting held on this date ascertained by canvass of the returns of said election, of which due and proper notice and of the submission of said ordinance thereat for the approval of the legal voters of said city, was given as provided by law, that said ordinance was approved at said election by a majority of the legal voters of said City voting at said election upon the question :

Now, Therefore, Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

Section 1. There shall be borrowed upon the credit of the City of De Kalb the sum of Sixty-five Thousand Dollars ($65,000.00) for the purpose of erecting and equipping an additional building or nuildings, to be used as a part of the De Kalb Public Hospital heretofore established in said City, and that the negotiable coupon bonds of said City be issued therefor.

Such bonds shall be dated September 1st, 1920, and shall bear interest at the rate of five and a quarter (5¼) per centum per annum, payable semi annually upon the first days of September and March of each year subsequent to their date, except as to the final interest payment date on bonds numbered from one hundred fifteen (115) to one hundred thirty (130), inclusive, which shall be on the date of the maturity thereof on August 1st, 1940.

Such bonds shall be numbered from one (1) to one hundred thirty (130), inclusive, and shall be of the denomination of Five Hundred Dollars each, and all of said bonds shall mature in order of their numbers, as follows:

Bonds No.'s 1 to 3, inclusive, $1,500.00, Sept. 1st, 1925;
Bonds No.'s 4 to 6, inclusive, $1,500.00, Sept. 1st, 1926;
Bonds No.'s 7 to12, inclusive, $3,000.00, Sept. 1st, 1927;
Bonds No.'s13 to18, inclusive, $3,000.00, Sept. 1st, 1928;
Bonds No.'s19 to24, inclusive, $3,000.00, Sept. 1st, 1929;
Bonds No.'s25 to30, inclusive, $3,000.00, Sept. 1st, 1930;
Bonds No.'s31 to36, inclusive, $3,000.00, Sept. 1st, 1931;
Bonds No.'s37 to42, inclusive, $3,000.00, Sept. 1st, 1932;
Bonds No.'s43 to48, inclusive, $3,000.00, Sept. 1st, 1933;
Bonds No.'s49 to54, inclusive, $3,000.00, Sept. 1st, 1934;
Bonds No.'s55 to60, inclusive, $3,000.00, Sept. 1st, 1935;
Bonds No.'s61 to66, inclusive, $3,000.00, Sept. 1st, 1936;
Bonds No.'s67 to82, inclusive, $8,000.00, Sept. 1st, 1937;
Bonds No.'s83 to98, inclusive, $8,000.00, Sept. 1st, 1938;
Bonds No.'s99 to114, inclusive, $8,000.00, Sept. 1st, 1939;
Bonds No.'s115 to130, inclusive, $8,000.00, Aug. 1st, 1940;

The interest to accrue upon such bonds shall be evidenced by coupons of appropriate dates and amounts, respectively, to be thereto attahed, signed by the Mayor and City Clerk of said City by lithographed facsimile signatures of said officials, and such bonds shall be signed by the Mayor and attested by the City Clerk of said City under its corporate seal.

Section 2. Such bonds and coupons shall be in substantially the following form:

(Form of Bond)

UNITED STATES OF AMERICA

STATE OF ILLINOIS COUNTY OF DE KALB

CITY OF DEKALB

PUBLIC HOSPITAL ADDITION BOND

No.----- $_____

KNOW ALL MEN BY THESE PRESENTS, that the City of De Kalb, a municipal corporation of the County of De Kalb in the State of Illinois hereby acknowledges itself to owe, and for value received, hereby promises to pay to bearer the sum of _____ _____Dollars, lawful money of the United States, on the 1st day of _____, A D. 19___, with interest theron from the date hereof until paid, at the rate of five and one quarter per centum per annum, payable on the first day of March and on the first day of September of each year, (Bonds N.'s 115 to 130, inclusive, however, to contain the following, "Provided, the date of final payment of interest on this bond shall be August 1st, 1940.") upon presentation and surrender of annexed interest coupons as the same severally become due and payable.

The principal and interest of said bonds are hereby made payable at the office of the City Treasurer of said City of De Kalb, in said city.

And for the prompt payment of both principal and interest of this bond as aforesaid, the full faith, credit and resources of said city are hereby irrevocably pledged.

This bond is issued for the purpose of erecting and equipping an additional building or buildings to be used as a part of the De Kalb Public Hospital heretofore established in said city, pursuant to and in compliance with an act of the General Assembly of said State of Illinois, entitled, "An Act of provide for the incorporation of Cities and Villages, "approved April 10, 1872, as now amended, and an act of said General Assembly entitled, " An Act to enable cities to establish and maintain public hospitals," approved June 17, 1891, in force July 1st, 1891, and ordinances duly passed by the City Council and approved by the Mayor of said City of De Kalb prior to the delivery thereof.

And it is hereby recited and certified that all conditons, things and acts required by law to exist, be or be done, precedent to and in the issuance of this bond, have been, existed and been performal in due from and time; that the indebtedness of said city, including this bond, does not exceed any limitation imposed by law; that provision has been duly made by said city, as provided by law, for the collection of a direct annual tax sufficient to pay the principal and interest of this bond, when and as the same matures and becomes due and payable, and that the ordinance authorizing the issuance of this bond was submitted to the legal voters of said city, at an election called and held as provided by law, and approved by a majority of the legal voters of said city voting on the question of approval of said ordinance at said election.

In witness whereof, the City of De Kalb by ordinance of its City Council, duly approved by its Mayor, has caused this bond to be signed by its Mayor, and attested by its City Clerk under its corporate seal, and the interest coupons hereto attached to be signed with the lithographed fac simile signatures of its said officers, all this 1st day of September, A D 1920.

_____
Mayor

Attest

_____
City Clerk.

(Form of Coupon)

No._____ $_____

On the First day of _____, A D 19___, the City of De Kalb, in De Kalb County, Illinois, will pay to bearer _____Dollars and _____Cents, at the office of its City Treasurer in said city, for semi annual interest due that day on its PUBLIC HOSPITAL ADDITION BOND NO._____, Dated Sept. 1st, 1920.

_____
Mayor

Attest,

_____
City Clerk.

Section 3. The bonds herein authorized shall be executed as soon after the passage and approval of this ordinance as may be, but not prior to September 1st, 1920, and the Mayor and Finance Committee of the City Council of said city are hereby authorized to sell and dispose of the same on and after said date for the best price obtainable therefor, the same, however, to be not less than the par value thereof, and accrued interest due theron at the time of sach sale.

Section 4. In order to provide for the collection of a direct annual tax sufficient to pay and discharge the principal of said bonds at maturity thereof, and the interest on the same as the same accrues, there shall be and there is hereby levied on all the taxable property in said city subject to its municipal tax, and in addition to all other city taxes, the following direct annual tax, to-wit:

For each of the years 1920 to 1923, inclusive, a tax sufficient to raise the sum of $3412.50, for interest due on said bonds in each of the years 1921 to 1924, inclusive;

For the year 1924, a tax sufficient to raise the sum of $4912.50 being $3412.50 for interest accruing in 1925, and $1,500.00 for the principal of maturity of September 1st, 1925;

For the year 1925, a tax sufficient to raise the sum of $4833.75, being $3333.75 for interest accruing in 1926, and $1,500.00 for the principal of maturity of September 1st, 1926;

For the year 1926, a tax sufficient to raise the sum of $6255.00, being $3255.00 for interest accruing in 1927, and $3,000.00 for the principal of maturity of September 1st, 1927;

For the year 1927, a tax sufficient to raise the sum of $6097.50, being $3097.50 for interest accruing in 1928, and $3,000.00 for the principal of maturity of September 1st, 1928;

For the year 1928, a tax sufficient to raise the sum of $5940.00 being $2940.00 for interest accruing in1929, and $3,000.00 for the principal of maturity of September 1st, 1929;

For the year 1929, a tax sufficient to raise the sum of $5782.50 being $2782.50 for interest accruing in 1930, and $3,000.00 for the principal of maturity of September 1st, 1930;

For the year 1930, a tax sufficient to raise the sum of $5625.00, being $2625,00 for interest accruing in 1931, and $3,000.00 for the principal of maturity of September 1st, 1931;

For the year 1931, a tax sufficient to raise the sum of $5467.50 being $2467.50 for interest accruing in 1932, and $3,000.00 for the principal of maturity of September 1st, 1932;

For the year 1932, a tax sufficient to raise the sum of $5310.00, being $2310 for interest accruing in 1933, and $3,000.00 for the principal of maturity of September 1st, 1933;

For the yeaf 1933, a tax sufficient to raise the sum of $5152.50, being $2152.50 for interest accruing in 1934 and $3,000.00 for the principal of maturity of September 1st, 1934;

For the year 1934, a tax sufficient to raise the sum of $4995.00, being $1995.00 for interest accruing in 1935, and $3,000.00 for the principal of the maturity of September 1st, 1935;

For the year 1935, a tax sufficient to raise the sum of $4837.50, being $1837.50 for interest accruing in 1936, and $3,000.00 for the principal of maturity of September 1st, 1936;

For the year 1936, a tax sufficient to raise the sum of $9680.00, being $1680.00 for interest accruing in 1937, and $8,000.00 for the principal of maturity of September 1st, 1937;

For the year 1937, a tax sufficient to raise the sum of $9260.00, being $1260.00 for interest accruing in 1938, and $8,000.00 for the principal of maturity of September 1st, 1938;

For the year 1938, a tax sufficient to raise the sum of $8840.00, being $840.00 for interest accruing in 1939, and $8,000.00 for the principal of maturity of September 1st, 1939;

For the year 1939, a tax sufficient to raise the sum of $8385.00, being $385.00 for interest accruing in 1940, and $8,000.00 for the principal of maturity of August 1st, 1940.

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Section 5. That forthwith, upon the passage and approval of this ordinance, the City Clerk of said city shall file a properly certified copy therof in the office of the County Clerk of said county, who shall ascertain in each of the years 1920 to 1939, inclusive, the rate per centum required to be levied to produce the aggregate tax hereinbefore levied for each of said years, respectively, and extend the same on the tax books in connection with the taxes levied in each of said respective years upon the taxable property in said city subject to its municipal tax for general corporate purposes of said city, and in each of said years said annual tax shall be collected at the same time and in the same manner as taxes levied by said city for general corporate purposes for each of said years are collected, and when collected shall be used for the purposes herein designated and for no other.

Section 6. Each of said bonds, but not its coupons, may be registered as to ownership from time to time on the bond register of said city, which registration shall be noted on the bond, and if so registered, shall pass only by transfer upon said bond register by the registered owner or his representative, unless the last transfer shall have been made and registered to bearer, in which case it shall again pass by delivery until again registered in the name of the holder. The registration of such bonds shall not effect the negotiability of the coupons.

The City Clerk of said City of De Kalb is hereby directed to procure a suitable book to be known as the bond register of saidy city, in which book he shall register said bonds as hereinbefore provided, upon request of the holder therof, and shall note such registration upon such bonds.

Section 7. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof, held July 6th, 1920, and approved by me this _____ day of July, 1920.

F. E Wagley
Mayor.

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Attest,

S. N. Blackman
City Clerk.

endment to
ter Dept.
dinance.

AN ORDINANCE

An ordinance amending Rule 4, Section 6, of Chapter 61 on Water Department of the Revised Ordinance.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section1. That Rule 4 of Section 6 of Chapter 61 on Water Department of the Revised Ordinances of the City of De Kalb, passed April 4th, 1914, shall be and the same is hereby amended so as to read as follows:

"All applicants for five-eighths inch service shall pay to the City of De Kalb, Twenty Dollars, before any such connection shall be made, except where such service shall have been previously installed by the City for the purpose of preventing disturbance of paved streets. In such case the sum of Twenty Dollars shall be paid before connection is made with such previously installed service pipe."

Passed by the city council of the City of De Kalb, at a regular Meeting held August 3rd, 1920, and approved by me this 5th day of August, 1920.

Attest: G R Blackman
City Clerk.

F C Wagley
Mayor.

Tax Levy Ordiance
For April 30, 1921.

AN ORDINANCE

FOR THE LEVY AND ASSESSMENT OF TAXES FOR CORPORATE PURPOSES OF THE CITY OF DE KALB. FOR THE FISCAL YEAR OF SAID CITY, ENDING ON THE 30th DAY OF APRIL, A. D. 1921.

Tax Levy Ordinance
April 30, 1921.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

SECTION 1. The sum of Sixty-One thousand Three Hundred Fifty-two and 50/100 Dollars ($61,352.50), the same being that part of the total appropriation heretofore made for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, Illinois, to be collected from the tax levy for the current fiscal year of said City, shall be and the same is hereby levied and assessed upon all real and personal property in said City subject to its municipal tax, as the same is assessed for State and County purposes for the current fiscal year of said City, (the appropriations for the current fiscal year of said City ending April 30th A. D. 1921, the total amount of which has been ascertained by an ordinance passed by the City Council of said City on the 11th day of May A. D. 1920, approved by the Mayor of said City on the 11th day of May A. D. 1920, and published in the De Kalb Daily Independent, a daily secular newspaper of general circulation, published and circulated in said City for at least six months preceding the date of publication of said ordinance therein, on the 12th day of May A. D. 1920, the amount of said appropriation being as follows:

Salaries	$5,500.00
City Council	1,600.00
Fire Department	10,500.00
Police Department	9,000.00
Streets & Alleys	3,500.00
Sidewalks	1,000.00
Waterworks Maintenance	4,500.00
Waterworks Pumping	8,000.00
Sewers & Drains	1,500.00
Street Lighting	11,000.00
Public Buildings	1,000.00
Rest Room	800.00
Health	1,500.00
Parks	1,100.00
Election Expense	800.00
City Court	500.00
Incidentals	1,000.00
Board of Local Improvements	1,000.00
Extraordinary Repairs & Replacements	3,000.00
Permanent Improvements :	
Public Benefits-Special Assts	1,000.00
Fire Department Equipment	800.00
Police Dept. Equipment	300.00
Extension of Waterworks	2,000.00
Extension of Sewers & Drains	7,000.00
Extension of Sidewalks	500.00
Hospital Fund	4,000.00
Garbage Dispoal	4,000.00
Library	2,500.00
Interst on Hospital Bonds	1,575.00
Interest Waterworks Extension Bonds(1/0)	427.50
Waterworks Extension Bonds 1910	3,000.00
Interest waterworks Ext. Bonds 1912	787.50
Interest on Public Hosp. Bonds 1920	3,412.50
	$98,102.50

The remaining amount of said appropriations shall be filled and raised from moneys on hand not otherwise appropriated and from other sources of revenue of said City, the said sum so levied and assessed as aforesaid being divided between said items of said appropriation as follows:

Salaries	$ 2,300.00
City Council	1,000.00
Fire Department	5,000.00
Police Department	3,500.00
Streets & Alleys	1,700.00
Waterworks Maintenance	1,700.00
Waterworks Pumping	1,700.00
Sewers & Drains	1,200.00
Street Lighting	3,400.00
Public Buildings	850.00
Rest Room	500.00
Health Department	2,000.00
Parks	700.00
Election Expense	800.00
City Court	500.00
Incidentals	3,500.00
Board of Local Improvements	800.00
Extraordinary Repairs & Replacements	2,500.00
Permanent Improvements	
Public Benefits-Special Assts.	800.00
Fire Dept. Equipment	800.00

Police Department Equipment	$. 200.00	
Extension Waterworks	2,500.00	
Extension Sewers & Drains	2,850.00	
Extension Sidewalks	850.00	$41,650.00
Hospital Fund	4,000.00	
Garbage Dispoal	4,000.00	
Library	2,500.00	
Interest on Hospital Bonds	1,575.00	
Interest on Waterworks Ext. Bonds of 1910 . .	427.50	
Interest on Waterworks Ext. Bonds of 1912 . .	787.50	
Waterworks Ext. Bonds of 1910	3,000.00	
Interest on Public Hospital Bonds 1920 . . .	3,412.50	$19,702.50
		$61,352.50

Section 2. The City Clerk of said City is hereby directed to file with the County Clerk of De Kalb County, Illinois, on or before the 3rd Tuesday of September A. D. 1920, a copy of this ordinance duly certified by him under the corporate seal of said City, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting on the 7th day of September A. D. 1920, and approved by me, this 9th day of September A. D. 1920.

D. E. Wagley
Mayor.

Attest:

G. N. Blackman
City Clerk.

rd of Local
rovements for
r ending April
1921.

AN ORDINANCE

providing for a Board of Local Improvements for the year ending April 30, 1921.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That Aldermen Hiland, Hyde, Nelson, Shipp and Still, be and they are hereby appointed and designated to act with the Mayor of the City of De Kalb, as its Board of Local Improvements, for the municipal year of said city ending April 30th, 1921.

Passed by the City Council of said city at a regular meeting held January 4th, 1921, and approved by me, this 8th day of January, A. D. 1921.

D. E. Wagley
Mayor

Attest: G. N. Blackman
City Clerk.

Annual City & Primary Election, March 19

AN ORDINANCE

Providing for the annual city election of April 1921, and for the annual city primary of March 1921, in and for the City of De Kalb, Illinois.

Be it ordained by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. That at the annual city election, to be held in and for said city, upon the 19th day of April A. D. 1921, the same being the third Tuesday of said month, there shall be elected a Mayor, City Clerk, City Treasurer, Police Magistrate, and one alderman for each of the five wards of said city.

The various polling places for said election, and the judges and clerks of election shall be as follows:

FIRST WARD

Judges:	Clerks:
F. N. Newcomb	W. Martin
H. Morrell	M. Hickey
E. Carter	J. W. Taylor

Polling Place: Foile's Garage in South First Street.

SECOND WARD

Judges:	Clerks:
J. C. Lundberg	Anna Moore
J. A. Blomquist	C. Kirchner
M. F. Malone	Clara Hubbard

Polling Place: Rest Room in North Third Street.

THIRD WARD

Judges:	Clerks:
F. Vanordstrand	V. Stremm
Gus. F. Johnson	Wm. Nelson
Freda Ellison	Mrs. T. Larson

Polling Place: Finnish Hall in State Street.

FOURTH WARD

Judges:	Clerks:
George Bristow	A. D. Health
G. W. Hubbard	H. A. Evans
Conrad Springer	Roy Spicer

Polling Place: Bristow s Garage in South Seventh St.

FIFTH WARD

Judges:	Clerks:
J. H. Jarboe	Will Baldwin
John Blair	S. D. Arnold
M. Hanrahan	N. Pooler

Polling Place: City Hall in South Second Street.

Section 2. The City Clerk of said City is hereby directed to give notice of said election, pursuant to the Statute in such case made and provided.

Section 3. The various polling places hereinbefore named, and the judges and clerks for the respective wards hereinbefore named shall constitute and they are hereby made, the polling places for the respective wards, and the judges and clerks for the respective wards for the annual city primary to be held in and for said city on Tuesday the 8th day of March A. D. 1921, the same being the second Tuesday in said month.

Section 4. The city clerk of said city is hereby directed to give notice of said primary, pursuant to the statute in such case made and provided.

Section 5. This ordinance shall take effect and be in force from after its passage and approval as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof, this 1st day of February A. D. 1921.

J. E. Vogley
Mayor.

Attest: G. N. Blackman
City Clerk.

AN ORDINANCE

Amendment to Fireworks Ordinance

Amending Section 1 of Chapter 30 on Fireworks of the Revised Ordinance.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. That Section One (1) of Chapter Thirty (30) of the Revised Ordinance of the City of De Kalb, passed April 4th, A. D. 1914, shall be and the same hereby amended so as to read as follows:

"Sec. 1. No person shall within the corporate limits of the City of De Kalb, sell, keep or expose or offer for sale, or set off, fire or discharge any fire or cannon cracker exceeding two and onehalf inches in length and three eights of one inch in diameter, or any torpedo, detonating cap, powder or cane, toy cannon, blank cartridge pistol or device for firing blank cartridges, bombs or sky rockets of any kind or fireworks or explosive containing dynamite or substance containing of chlorate of potash and sulphur , or other fireworks of a nature similar to those herein enumerated, or any device for discharging or exploding the same.

Provided, however, this ordinance shall not operate to prohibit the keeping for sale and selling of explosives for carrying on work requiring the use of the same, and not kept or sold for the purpose of celebrations, to be kept remote from all possible sources of ignition and so as to be as speedily removed as possible in case of fire and sold by daylight or electric light only, and kept in such quantities and under such regulations as may be prescribed by the Fire Marshal."

Section 2. This ordinance shall take effect and be in force from and after ten days from its passage, approval and publication as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof on the 5th day of April A. D. 1921, and approved by me this 12th day of April, A. D. 1921.

F G Wagley
Mayor.

Attest:

G K Blackman
City Clerk.

AN ORDINANCE

providing for the licensing of vehicles owned and kept and operated in the City of De Kalb.

Vehicle Tax Ordinance

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section1. It shall be unlawful for the owner of any vehicle or vehicles hereinafter mentioned residing within the corporate limits of the City of De Kalb, to use, or to cause or permit any of his, her, their or its agents, servants or employees to use any such vehicle or vehicles in and about the transportation of persons or property, upon along and over the streets, avenues and alleys and public places of said city, unless the same be licensed as in this ordinance provided.

Section 2. Whenever the term 'motor vehicle' in either the singular or plural is used in this ordinance, it shall be construed to include automobiles, locomobiles and all other vehicles propelled otherwise than by muscular power, except traction engines and road rollers and cars of electric or steam railways or other motor vehicles running only upon rails or tracks, and shall not be construed to apply to or effect bicycles, tricycles or such other vehicles as are propelled exclusively by muscular pedal power.

Section 3. Vehicles within the provisions of this ordinance, operated by owners or their employees and used in and about the transportation of persons and not for hire, or for transportation of property belonging to or sold and being delivered by the owner of such vehicles, shall be classified as being for private use.

Vehicles within the provisions of this ordinance operated by owners or their employees and used in and about the transportation of persons for hire, or of property not belonging to the owner of such vehicles or sold by such owner, shall be classified as being for public hire.

Section 4. All vehicles of the several classes mentioned in Section 6 of this ordinance, not owned by persons residing within the City of De Kalb, but kept in said city and used therein in whole or in part, are hereby declared to be within and subject to the provisions of this ordinance, if driven and operated over the streets, Avenues and alleys of said city.

It shall be unlawful for any person operating, or in charge or control of any vehicles or vehicle not so owned by a resident of the City of De Kalb but kept and used therein as aforesaid, to use or to cause or permit the same to be driven and operated upon and over the streets, avenues and alleys of said city, unless the same be licensed as provided in this ordinance, and it shall be the duty of any person so operating or in charge or control of any such vehicle or vehicles, to apply for and secure license for the use of the same in said city, as in this ordinance provided.

Section 5. Each owner of any vehicle coming within the provisions of this ordinance and desiring to operate the same upon, along and over the streets, avenues and alleys of said city, shall file with the City Clerk of said city, upon a form to be provided by said City Clerk, an application for the licensing thereof for such purpose, giving name and address of owner, description of vehicle for which license is desired and the place where the same is kept when not in use; also the number and kind of all other vehicle or vehicles subject to the provisions of this ordinance kept by such applicant at such place, or elsewhere in said city, and such other information, useful in the enforcement of the provisions of this ordinance, as may be prescribed by said City Clerk.

Upon the payment of the required fee as in this ordinance provided, to the City Clerk for the use of said city, the Mayor shall issue the desired license, to be attested by the City Clerk under the corporate seal of said city, authorizing the use of such vehicle or vehicles upon, along and over the streets, avenues and alleys of said city, during the period covered by such license.

All such licenses shall expire upon the 30th day of April next succeeding their issurance, and if issued during the first quarter of the fiscal year of said city shall be paid for at the full annual rate, if issued during the second quarter of the fiscal year, at three quarters of the annual rate, if issued during the third quarter of the fiscal year, at one half the annual rate, and if issued during the fourth quarter of the fiscal year at one fourth the annual rate.

Provided, however, it shall be the duty of all owners of such vehicles to make application for license therefor upon May 1st of each year, if then owned by them, and immediately upon becoming the owner of any such vehicle or vehicles at any time during the fiscal year of said city at any time after May 1st of any fiscal year, and no license shall be issued for the same upon payment of a less fee than is herein provided, according to the date of acquiring ownership of the same, whether application be made and license issued as herein provided or not.

All revenues derived from the issuance of such licenses shall be paid into the City Treasury, and shall be kept in a separate fund and used only for the payment of cost and expense of street and alley improvement and repairs.

Upon the issuance of such license, the City Clerk shall deliver to the applicant therefor a metal plate, to be provided by him for said city, for each vehicle so licensed, bearing the number and class to which such vehicle belongs and the year for which such license is issued, and the same color shall not be used upon such metal plates for any two successive years.

It shall be the duty of such licensee to affix such plate in a conspicuous place on the right side of any horse drawn vehicle, and upon the front of any motor propelled vehicle, where the same may be readily seen, and it shall be unlawful to use or operate any such licensed vehicle upon the streets, avenues and alleys of said city, unless such metal plate is attached thereto as herein provided.

Provided, however, it shall not be necessary for any such vehicle to have such metal plate attached as aforesaid, except when in actual use on such streets, avenues and alleys.

Section 6. The license fees to be paid for such vehicles shall be as follows:

CLASS A.	Animal Drawn Vehicles, for Private Use.	
	For One or two passengers, single seated,	$1.00
	more than one seat,	$2.00
	loads other than passengers, one horse,	$3.00
	two horses,	$4.00
	For Public Hire.	
Class B	one or two passengers, single seated ,	$2.00
	more than one seat,	$3.00
	loads other than passengers, one horse,	$4.00
	two horses,	$5.00
CLASS C	MOTORCYCLES,	$2.00
CLASS D.	MOTOR VEHICLES, Passenger, For Private use. Twenty-five (25) horse power and less,	$2.00
CLASS E.	Over Twenty-five (25) horse power	$3.00
	For Public Hire.	
CLASS F.	Twenty-five (25) horse power and less,	$4.00
CLASS G.	Over twenty-five (25) horse power, but for not to exceed seven passengers,	$5.00
CLASS H.	Over Twenty-five (25) horse power and for more than seven passengers,	$10.00
	MOTOR TRUCKS, For Private Use, Including all motor vehicles designed and equipped for the carrying of loads other than passengers, or which have been remodelled and equipped for such use.	
CLASS I.	Having a gross weight of five thousand (5,000) pounds and less including vehicle and maximum load for which it is designed,	$5.00
CLASS J.	Having a gross weight of more than five thousand (5,000) pounds and not more than twelve thousand (12,000) pounds, including maximum weight of vehicle and load for which it is designed or equipped,	$6.00
CLASS K.	Having a gross weight of more than twelve thousand (12,000) pounds and not more than fifteen thousand (15,000) pounds, including vehicle and maximum load for which it is designed or equipped,	$7.00
CLASS L.	Having a gross weight of more than fifteen thousand (15,000) pounds, including vehicle and maximum load for which it is designed or equipped,	$8.00
	For Public Hire.	
CLASS M.	Having a gross weight as provided for Class I,	$7.00
CLASS N.	HAVING A gross weight as provided for Class J,	$8.00
CLASS O.	Having a gross weight as provided for Class K,	$9.00

CLASS P. Having a gross weight as provided for Class L, $10.00

Provided, however, in case of any applicant for such license desiring license for more than one vehicle owned by, or in charge or control of him, her, it or them, coming within any of the classes aforesaid, he shall be issued license for any such vehicles more than one in number and coming within the same class, upon the payment of one half the fee above prescribed, for each such additional vehicle coming and being within the same class as one thereof for which he shall have paid the full license fee, whenever acquired by him, or coming into his charge and control.

And provided , further, also, the provisions of this section shall not be construed to apply to motor vehicles owned and kept by dealers in or agents for the sale of the same, as to such motor vehicles as may come into their possession or ownership for the purpose for sale.

Section 7. Dealers in or agents for the sale of automobiles and other motor vehicles, residing within said City desiring license for the use of the same upon the streets, avenues and alleys of said city while in their ownerhsip or possession for the purpose of sale, shall make application to the City Clerk of said city, upon a form to be provided by him for that purpose, giving the name and place of business of the applicant and such other information as may be prescribed by the City Clerk useful for the purpose of this ordinance, accompanied by a fee of Five Dollars, to be paid to said City Clerk for the use of said city, upon which license shall be issued to such applicant by the Mayor, countersigned by the City Clerk under the corporate seal of said city, which shall entitle such licensee to use and operate motor vehicles kept by him for sale, upon the streets, avenues and alleys of said city, when carrying displayed the metal plate in this section provided for.

With each such license said City Clerk shall furnish to the licensee a metal plate to be provided by him, bearing the word Dealer and the number and year in which issued, the color of which shall not be the same in any two successive years.

The City Clerk shall furnish to each such dealer in or agent for the sale of motor vehicles, so licensed, as many additional such metal plates as may be desired, for the sum of Fifty Cents each, and all motor vehicles owned or kept by such licensee for sale shall have one of such plates prominently displayed on the front of the same where it may be easily read, whenever the same is being used or operated over the streets, avenues and alleys of said city.

Section 8. Any person, firm or corporation violating any of the provisions of this ordinance, shall upon conviction thereof be fined not less than Five Dollars ($5.00) nor more than Two Hundred Dollars ($200.00) for each offense, and each day or part thereof any vehicle herein required to be licensed shall be operated upon the streets, avenues, and alleys of said city without having procured a license, or without having the metal plate herein provided displayed as herein provided, shall be deemed a separate and distinct offense.

Section 9. This ordinance shall take effect and be in force from and after ten days from its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof April 5th, 1921, and approved by me, this 8th day of April A. D. 1921.

F. E. Wagley
Mayor

Attest: G R Blackman
City Clerk.

To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

pavement of dways in I. L. wood's Addition.

The undersigned Board of Local Improvements of the City of De Kalb herewith submits an ordinance providing for the improvement of the roadways of the avenues and parts thereof of the I. L. Ellwood Addition and of a part of Locust Street, by the construction of additional combined curb and gutter and drain sewer inlets, the building of new macadam base and resurfacing of present macadam surfaces, and paving such roadways with brick pavement with asphalt filler and asphalt surface dressing, on a sand cushion, by special assessment, together with an estimate of cost of said improvement, signed by W. M. Hay, Engineer of this Board, as provided by law.

This Board hereby states that it has complied with all the requirement of the statute in such case made and provided relative to said improvement, and recommends the passage of said ordinance by your honorable body, and the construction of said improvement as provided in said ordinance, according to the statute in such case made and provided.

Dated April 21, A. D. 1921.

J. E. Bagley
President
Wm. N. Hyde
Edgar B. Stitt
R. W. Shipp
August Nelson
W. O. Hiland

To the Mayor and City Council of the City of De Kalb, in De Kalb County, Illinois:

I submit herewith as directed by resolution of your Board of Local Improvements of this date, the following estimate of cost of improving the roadways of the avenues, streets and other places hereinafter mentioned, revised by reason of additions to component parts of the improvement proposed by resolution of April 11th, 1921, pursuant to resolution of this date, to-wit:

The improvement of Locust Street from First Street westerly a distance of 354 feet to existing brick pavement , College Avenue from Locust Street to the Normal Bridge at the west corporate limits at the west end of College Avenue, Augusta Avenue from First Street to College Avenue, Linden Place from August Avenue to College Avenue, and Park Avenue from the north line of I. L. Ellwood's Addition to Locust Street, including roadways of intersecting or abutting streets or avenues and of existing curved passages connecting said streets and avenues and places with intersecting streets, by extending the present combined curb and gutter on each side of College Avenue at its westerly end to Normal Bridge and constructing a new concrete combined curb and gutter on each side of Park Avenue from Augusta Avenue to the north line of I. L. Ellwood's Addition, constructing a new macadam base along the westerly two hundred feet of College Avenue between gutters, and along Park Avenue from Augusta Avenue to the north line of I. L. Ellwood's Addition of the width of Twenty-two feet between gutters, and paving the roadways of all the avenues, places and curved passages connecting the same including roadways of intersecting or abutting streets or avenues, first

above mentioned between the roadway face edges of the gutters now in place and the same extended as herein mentioned, with brick pavement three inches in thickness, on one inch sand cushion, with asphalt filler and asphalt surface dressing, on such new macadam base, to be eight inches in thickness, and present macadam roadways resurfaced and regraded to a uniform surface four inches below and parallel with the finished surface of the brick pavement; said additional curband gutter to be sand, gravel and cement concrete combined six inch curb and twelve inch gutter on four inch cinder foundation, and by draining the roadways of said avenues and places when so constructed by five additional drain sewer inlets in addition to those now in place in such roadways, as follows:

Cost of preparing, rolling and compacting old macadam foundation, 16985 Sq. Yds. at $.25 per Sq. Yd.,	$4,246.25
Cost of repairing and rolling and compacting new macadam base, 940 sq. yds., at $.50 per sq.Yd.	470.00
Cost of loading and removal of surplus macadam material, 700 cu. yds. at $1.00 per cu. Yd.,	700.00
Cost of excavating and removal of surplus earth and cinders, 300 cu. yds. at $.75 per cu.yd.,	225.00
Cost of six inch curb and twelve inch combined sand, gravel and cement curb and twelve inch gutter with four inch cinder foundation, 500 lineal feet at $1.25 per lineal foot,	625.00
Five additional drain sewer inlets, including tops and covers, constructed complete, at $50.00 each,	250.00
Cost of three inch brick pavement, including one inch sand cushion and asphalt filler and asphalt surface dressing, complete, 17,925 sq. yds., at $2.80 per sq. yd.,	50,190.00
Total Cost of Work	$56,706.25
Cost of making and collecting assessment therefor,	3,402.36
Total cost of improvement,	60,108.61

And I hereby certify that in my opinion the above estimate does not exceed the probable cost of said improvement, and the lawful expense attending the same.

Dated April 21, A. D. 1921.

H. M. Hay

Engineer of the
Board of Local Improvements
of the City of De Kalb,
De Kalb County, Illinois.

AN ORDINANCE

providing for the improvement of the roadways of I. L. Ellwood's Addition and a part of Locust Street.

BE IT ORDAINED by the City Council of the City of De Kalb inthe county of De Kalb in the State of Illinois:

Sectionl. A Local improvement shall be made within the City of De Kalb, in the County of De Kalb in the State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

The improvement of the roadways of Locust Street from First Street westerly a distance of three hundred fifty-four (354) feet to existing brick pavement, College Avenue from Locust Street to Normal Bridge, at the westerly terminus of College Avenue at the west corporate limits of said city, Augusta Avenue from First Street to College Avenue, Linden Place from Augusta Avenue to College Avenue, Park Avenue from the north line of I. L. Ellwood's Addition to Locust Street, and of the curved passages connecting said streets, avenues and places, by the construction of additional combined curb and gutter of concrete on cinder foundation, constructing additional macadam base, redressing of existing macadam base, and paving the same with brick

pavement on sand cushion with asphalt filler and surface dressing, between the roadway faces of existing gutters with combined curb and additional gutter with combined curb herein provided for, and draining the same by means of existing drain sewer inlets now on said roadways and the additional drain sewer inlets in this ordinance provided for.

COMBINED CURB AND GUTTER:- A combined six inch curb and twelve inch gutter of sand, gravel and cement concrete on a four inch cinder foundation shall be laid along each side of said improvement, as follows:

On the north and south sides of College Avenue, with the roadway edges of the gutters parallel with the center line of College Avenue at the westerly end thereof, westerly from present termini of curb and gutter, a distance of sixty feet on the south side and one hundred ten feet on the north side;

On the east and west sides of Park Avenue, from the north line of Augusta Avenue to the North line of I, L. Ellwood's Addition, with the roadway edge of the gutters eleven feet distant from and parallel with the center line of Park Avenue;

Said combined curb and gutter shall be constructed in the following manner:

A trench shall be excavated, the bottom of which shall be thoroughly compacted to a firm and even surface, eighteen inches in width, and ten inches below the upper surface of the gutters and sixteen inches below the upper surface of the curbs and parallel therewith, when finished as in this ordinance provided.A bed of cinders shall be placed in the trench when thus prepared and thoroughly compacted to an even surface, after being flooded with water, so as to be of the thickness of four inches.

Forms for the curb and gutter shall be placed upon the cinder foundation so prepared, and well sprinkled before concrete is placed.

The concrete for the first or base course shall consist of one part best Portland cement, two and one half parts of clean, sharp sand, and four parts of clean washed gravel, small enough in any diameter to pass through a ring of one and one fourth inches internal diameter.

The cement, sand and gravel shall be first thoroughly mixed dry, and then sufficient water added to from a concrete of such a consistency that it will flush readily under light tamping, but may be handled without causing a separation of the coarse aggregate from the mortar. This mixture shall be placed in the forms and handled rapidly and sufficiently tamped. In no case shall con crete which has partially hardened be used. This course when tamped shall be of sufficient thickness so that with the addition of the finishing coat described, the curb and gutter will be of the dimensions provided in this ordinance.

The finishing course shall be composed of one part best Portland cement and two parts of clean, sharp sand, which shall first be thoroughly mixed dry and then sufficient water added to make a mixture of such c consistency as will not require tamping. This course shall be evenly spread to the thickness of threefourths of an inch over the curb and gutter surface of the foundation course, in such a manner as to ensure an even surface, after being trowelled and finished with a brush. The curb shall be uniformly six inches thick and six inches in depth on the roadway face above the surface of the gutter. The height at the back of the curbs shall be twelve inches. The gutter flags shall be twelve inches in width and six inches in thickness. The upper roadway edge of the curb shall be rounded to a true arc of a circle having a radius of one and one-half inches and the junction of the gutters and roadway face of the curb shall be concave in form shaped to the true arc of a circle of the same radius as the upper roadway edge of the curb. The curb and gutter shall be back filled with earth free from animal and vegetable matter. The back filling shall be two feet in width at the top of the curb and eventherewith, and slop down therefrom at the rate of one and one half feet horizontal to one foot vertical.

The upper roadway edges of the upper surface of the gutter flags shall be one inch above the surface of the gutter at the curb line, and the top of the back edge of the curb when completed as in this ordinance provided shall be at and coincide with the following grades and elevations therefor hereby established and provided:

On the north side of College Avenue from present terminal of curb and gutter at the westerly end thereof, at an elevation of 63.4 feet above city datum, which ia a plane 100 feet below the top of the front stone door step at the front entrance to the city hall in said city, and from thence rising westerly on a uniform grade in a distance of 110 feet to an elevation of 65 feet above city datum;

On the south side of College Avenue from present terminal of curb and gutter at the westerly end thereof, at an elevation of 63.6 feet above city datum, and from thence rising westerly on a uniform grade in a distance of 60 feet to an elevation of 65 feet above city datum;

On each side of Park Avenue, from the north line of Augusta Avenue, at the present termini of existing curb and gutter at said points, at an elevation of 84 feet above city datum, and from thence rising northerly on a uniform grade to an elevation of 85 feet above city datum at the north line of I. L. Ellwood's Addition.

The upper surface of the gutter flags shall form a uniform slope from the roadway edge to the curb line.

The curb and gutter shall be cut through its entire length with clean cuts, at intervals of as nearly as possible but in no case exceeding five feet, through the entire depth at right angles to its length and perpendicular to its surface.

GRADE:- The established grade of said avenues, places and parts thereof and curved passages connecting any of the same, to be improved as in this ordinance provided, shall be and the same is hereby fixed and established as follows, to-wit, at all places along the course of said improvement:

Along the center line of such avenues, curved passages and places, at an elevation of one inch below the surface of a plane connecting the upper surfaces, at opposite points on each side of said roadways, of the adjoining existing curbs and additional curbs herein provided for, now existing and herein ordered constructed on each side of the roadways of said avenues, places and curved passages connecting any of the same.

DRAIN SEWER INLETS:- Five additional drain sewer inlets for the draining of said pavement shall be built and located, one each, as follows:

One at the center of the curved curb and gutter at the northeast corner of the intersection of Park and Augusta Avenues;

One at the center of the curved curb and gutter at the northeast corner of the intersection of Park and Colle ge Avenues;

One at the center of the curved curb and gutter along the north side of Augusta Avenue, opposite the southwest corner of Lot Seven in Block B. of I. L. Ellwood's Addition;

One on the south side of Augusta Avenue, at the point of intersection of the east line of Lot Fifty-two of Smith's Second Subdivision of Lots Six, Seven and Eight of Block D of I. L. Ellwood's Addition, extended northerly to the south line of the curb and gutter on the southerly side of Augusta Avenue;

One at the center of the curved curb and gutter at the northwest corner of the intersection of Park and College Avenues.

Said drain sewer inlets shall be circular in form of thirty inches internal diameter, composed of concrete base, eight inches in thickness, walls of two course brick masonry eight inches in thickness, and fitted with Suburban style sewer manhole curb, weighing not less than two hundred five pounds, and covered with a grated iron cover weighing not less than ninety-five pounds, the cover to be flush with the gutter and the surface of the concrete bottom of the inlet to be four feet below the upper surface of the gutter.

The bottom shall be constructed of concrete composed of one part of best Portland cement, two and one half parts of clean, sharp sand and four parts of clean washed gravel, to be mixed and placed in position in the same manner as in this ordinance provided for the foundation course for combined curb and gutter.

The walls shall be laid with two rings of the same quality of brick as the brick to be used in the pavement, giving a thickness of eight inches to the wall, in cement mortar composed of one part best Portland cement and two parts clean, sharp sand. The tops shall be drawn in with header courses, and fitted with the manhole curb above provided.

The manhole curb herein provided for said inlets shall be fitted into the existing gutters at the points designated, in a workmanlike manner, with the upper surface of the inlet flush with the upper surface of the gutter flags.

An eight inch sewer pipe shall be placed one foot above the bottom of each inlet, and connected on as direct a course as possible with drain tile of the same size, with the nearest drain to such inlets respectively.

The upper sufaces of the existing storm water inlets in the roadways of such avenues and places and curved passages shall be adjusted so as to be flush with and conform to the finished surface of the pavement as in this ordinance provided.

NEW MACADAM BASE:- Between the roadway edges of the gutters for a distance easterly from the westerly terminus of College Avenue from the Normal Bridge and the West corporate limits of two hundred feet, and from the north line of Augusta Avenue on Park Avenue to the north line of I, L. Ellwood's Addition, all surplus earth or other material shall be excavated, and the surface then remaining thoroughly rolled and tamped to a firm and uniform surface uniformly twelve inches below the finished surface of the pavement in said portions of College and Park Avenue at said places, as in this ordinance provided.

A macadam base for the pavement herein provided along the westerly two hundred feet of College Avenue and the portion of Park Avenue between the north line of Augusta Avenue and the north line of I. L. Ellwood's Addition, shall then be built upon the sub grade thus made, as follows:

From the surplus material removed from the present surface of the roadways of the avenues and parts thereof to be improved as in this ordinance provided, after removal of dust, earth and rubbish, there shall be taken sufficient of such surplus material to make two layers of the thickness of four inches each for said portions of the roadway of said College Avenue and Park Avenue, between the roadway edges of the existing gutters and new gutters in this ordinance provided at said places.

Such material shall then be placed upon such subgrade in said portions of said Avenues in two courses and in sufficient amount so that when thoroughly compacted by rolling to a uniform and thorough density and the addition of sand not exceeding one quarter inch in size on the surface of each layer, as a binder, each of said layers shall be of the thickness of four inches.

RE-SURFACING OF OLD MACADAM BASE:- the sub base for the remainder of said improvement shall be prepared between the roadway edges of the gutters along the remainder of the course of said improvement by bringing the surface of the roadways when completed as in this ordinance provided to a true and uniform surface four inches below and parallel with the finished surface of the pavement of said roadways when completed as provided in this ordinance, at all points and places between the various initial and terminal points of said improvement, as follows:

The existing road surface between gutters shall be thoroughly cleaned of all dust, earth and refuse, which shall at once be removed from the locality of said improvement. It shall then be brought to the required grade, cross section and condition for the laying of the brick pavement theron as in this ordinance provided, by scarifying the entire width of the same between gutters, and to a uniform depth sufficient to remove all depressions and irregularities and to permit of uniform re-shaping. After loosening the material shall be shaped to conform to the grade and cross section herein provided, by removal of excess broken stone or other material, or by addition of other surplus material taken from the present roadways of said avenues, and the surface of the roadways when shaped as above provided, shall be thoroughly compacted with the road roller herein provided to a uniform and thorough density, after the addition of sand not exceeding one quarter of an inch in maximum size as a binder, so that the surface thus prepared, after being thoroughly rolled, shall be uniformly four inches below and parallel with the finished

surface of said pavement, as in this ordinance provided.

All surplus material left, after building the new macadam base, and re-surfacing of the old macadam base, as above provided, shall be at once removed from the locality of said improvement.

SAND CUSHION:- Upon the upper surface of the new macadam base, and present macadam when so resurfaced, between the roadway edges of the existing gutters and additional gutter herein provided for, when prepared as above and in this ordinance provided, shall be spread a sand cushion of clean sand, equal to the best obtainable in the vicinity of De Kalb, and of such size that it will pass through a screen with meshes one eighth of an inch squarem and of sufficient thicknoss to be of the depth of one inch, after the rolling of the pavement is completed, and shaped with scrapers and templets to the exact form of the finished surface of the pavement, as in this ordinance provided:

BRICK SURFACE:- A pavement of paving bricks which brick shall be three inches in depth, eight and one half inches in length and four inches in width, and equal inall respects in quality to the best paving bricks manufactured in the vicinity of and in Galesburg, Illinois, shall be laid between the roadway edges of the gutters upon such sand cushion.

The bricks shall be set on edge, close together, joints parallel with the longest dimension shall be straight. Joints at right angles to the longest dimension shall be broken by four inches. No bats or broken brick shall be used except half bricks to start and finish courses, which shall be carefully cut. All whole and half brick shall be so set as to make close joints with each other and with the gutters.

The surface of the brick pavement when laid as above provided, shall be thoroughly rolled with the roller hereinafter provided, and all places practically inaccessible thereto shall be thoroughly tamped with a tamper of twenty-five pounds weight.

ROAD ROLLERS:- The road roller to be used in rolling the surface of the macadam base for said improvement, as in this ordinance provided, and the sub grade for the new macadam base on Park and College Avenues herein provided for, shall weigh not less than four hundred pounds per lineal inch of roller. The road roller to be used in rolling the finished brick paving surface shall weigh not less than one hundred twenty pounds nor more than one hundred seventy pounds per lineal inch of roller, both measured on the surface of the roller parallel with the axis thereof.

When the rolling of the pavement has been completed, the interstices between the bricks and between the bricks and the roadway edges of the gutters, shall be completely filled with asphalt filler. The material for the filler shall be asphalt containing at least ninety-nine per cent of bitumen, soluble in carbon disulphide, or in cold carbon tetrachloride.

The asphalt shall have a melting point of not less than one hundred forty-nine degrees Fahrenheit, nor more than two hundred fifty degrees Fahrenheit, and shall be applied by heating to a temperature of not less than three hundred fifty degrees nor more than four hundred degrees Fahrenheit, and poured from suitable pouring cans especially adopted for the purpose.

After the filler has been poured and before it has cooled, the surface of the pavement shall be covered with a coat of clean, fine sand, and thoroughly swept with brooms over the surface of the asphalt.

Prior to placing the sand coat upon the brick surface of the pavement, sufficient of the asphalt, melted as above provided, shall be poured in the filling of the interstices between the bricks and between the bricks and the roadway edge of the gutters, so that sufficient remains to make a thin coating upon the surface of the bricks. The asphalt filler shall be worked into the joints and spread over the surface of the brick by m eans of hot iron squeegees, operated slowly backward and forward at an angle with the joints. The irons shall be kept hot and every precaution taken to completely fill the joints and cover the brick surface with a thin coating of the melted asphalt of sufficient thickness to bring the finished surface to a smooth and even condition.

As soon as the sand dressing is spread upon the surface of the pavement after the asphalt has been spread, it shall be thorougly rolled with the roller to be used for the brick surface to bed the sand dressing into the asphalt coating.

Paving brick of the same kind used in the surface of the brick pavement shall be set on end, with sides abutting in a continious line, flush with the finished surface of the pavement at the ends thereof where a junction is not affected with other pavement, between the roadway edges of the gutter flags at such places.

A transverse section of the finished surface of the pavement shall be a true arc of a circle passing through the pavement at the upper roadway edges of the gutters and the center line of the finished surface of the pavement, along the center lines of said avenues and parts thereof and curved passages connecting the same at every part thereof , between the various initial and terminal points of said improvement.

SECTION 2. The recommendation of the Board of Local Improvements of said city for the passage of this ordinance and the construction of said improvement, together with the estimate of cost thereof over the signature of W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

SECTION 3. The expense of connecting the drain sewer inlets with existing storm drains, and of adjusting existing drain inlets to the finished surface of said pavement, as in this ordinance provided, shall be paid by general taxation.

SECTION 4. The remainder of said improvement shall be made and the cost thereof, including the sum of Three Thousand Four Hundred Two Dollars and Thirty-six Cents, being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefitted thereby, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of Three Thousand Four Hundred Two Dollars and Thirty-six Cents shall be applied toward the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said act and all amendments thereof.

SECTION 5. The City Attorney of said city is hereby directed to file a petition in the City Court of De Kalb, in said county and state, in the name of the City Of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act of said General assembly and all amendments thereof.

SECTION 6. All ordinances or parts thereof in conflict with the provisions of this ordiance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at an adjourned regular meeting thereof held April 26th, A. D. 1921, and approved by me, this 29th day of April, A. D. 1921.

F. E. Hagley
MAYOR

Attest: G. R. Blackman
City Clerk.

AN ORDINANCE

AMENDING Section 1 of Chapter 30 on Fireworks of the Revised Ordinances.

Amendment to Fire Works Ordinance

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF De Kalb, in the County of De Kalb in the State of Illinois:

Sectionl. That Section One of Chapter Thirty of the Revised Ordinances of the City of De Kalb, passed April 4th, 1914, shall be and the same is hereby amended so as to read as follows:

"Sec. 1. No person shall within the corporate limits of the city of De Kalb, sell, keep or expose or offer for sale, or set off, fire or discharge any fire or cannon cracker exceeding three inches in length, or one half inch in diameter, or any torpedo, detonating cap, powder or cane, toy cannon, blank cartridge pistol or device for firing blank cartridges, or skyrockets except those up to and not exceeding eight ounces in weight, or fireworks or explosives containing dynamite or substance consisting of chlorate of potash and sulphur, or other fireworks of nature similar to those herein enumerated, or any device for exploding or discharging the same.

Provided, however, this ordinance shall not, operate to prohibit the keeping for sale and selling of explosives for carrying on work requiring the use of the same, and not kept or sold for the purpose of celebrations, to be kept remote from all possible sources of ignition, and so as to be removed as speedily as possible in case of fire, and sold by daylight or electric light only, and kept in such quantities and under such regulations as my be prescribed by the Fire Marshal."

Section 2. This ordinance shall take effect and be in force from and after ten days after its passsge, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held May 5th 1921, and approved by me, this 6th day of May A. D. 1921.

James Ekwin
Mayor

Attest,
G. R. Blackman
City Clerk.

Published in De Kalb Daily Chronicle May 1921.

AN ORDINANCE

Appropriation Ordinance Ending April 30, 1922.

MAKING APPROPRIATIONS for corporate purposes of the City of De Kalb, for the fiscal year of said city, from May 1st 1921 to April 30th, 1922, inclusive.

BE IT ORDAINED by the City Council of the City of De Kalb in the county of De Kalb, in the State of Illinois:

SECTION 1. The following sums or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, in the State of Illinois, for the fiscal year of said City, beginning May 1st, 1921 and ending April 30th, 1922, inclusive.

Salaries-City Officers			7,000.00
Salaries and Expense City Council			1,500.00
Fire Department Salaries and Maintenance			15,000.00
Police Department Salaries and Maintenance			12,000.00
Roads & Bridges-Streets & Alleys			5,000.00
Sidewalks			2,000.00
Waterworks Maintenance			8,000.00
Waterwork Pumping Acct.			10,000.00
Sewers & Drains Maintenance			1,500.00
Street Lighting			11,000.00
Maintenance Public Buildings			1,000.00
Maintenance Rest Room			1,200.00
Maintenance Health Department			1,200.00
Maintenance Parks			1,000.00
Election Expenses			1,300.00
Maintenance City Court			500.00
Incidentals			1,500.00
Expenses-Board of Local Improvements			500.00
Extraordinary Repairs & Replacements			2,500.00
Permanent Improvements:			
Public Improvements-Special Assessments			1,000.00
Fire Department Equipment			1,000.00
Police Department Equipment			300.00
Extension Waterworks			2,500.00
Extension Sewers & Drains			15,000.00
Extension Sidewalks			500.00
			$104,000.00
Maintenance Public Hospital	4,500.00		
Garbage Disposal	4,600.00		
Maintenance Public Library	4,600.00		
Waterworks Extension Bondsof 1910 due May 1st, 1922	3,000.00		
Interest on Waterworks Extension Bonds of 1910-Int. due May 1st,1922	292.50		
Interest on Waterworks Extension Bonds of 1912-Interest due Maylst, 1922,	787.50		
Interest on Public Hospital Bonds	4,987.50	22,767.50	
			126.767.50

All unexpended balances of any item or items of any general appropriation made by this ordinance, may be expended by making up the deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

SECTION 2. This ordinance shall be in force and effect from and after ten days after its passage, approval and publication, as provided by law.

Paased by the City Council of the City of De Kalb, at a regular meeting therof held upon the 5th day of July A. D. 1921, and approved by me this 8th day of July A. D. 1921.

James E Lewis
Mayor.

Attest:-

G M Blackman
City Clerk.

Published in De Kalb Daily Chronicle July 12th-1921.

An Ordinance Repealing a Portion of Ordinance , Vacating Portion of Eigh Street.

AN ORDINANCE repealing a part of AN ORDINANCE vacating a portion of Eighth Street.

Be it ordained by the City Council of the City of De Kalb, in De Kalb, County, Illinois, That, whereas by an ordinance duly passed by the city council and approved by the mayor of said city, on the fifth day of May 1888, that portion of Eighth Street in said City of De Kalb, lying between the North line of Pine Street and the South line of the Chicago and Northwestern Railway Grounds, was declared vacated,

And whereas, none of the persons entitled to such portion of said street lying between the North line of Pine Street and the South line of Oak Street, have at any time since the passage and approval of said ordinance, taken possession of, occupied, improved or used any part of said portion of said street so vacated by said ordinance, and the vacation of said street has therefore never been accepted by persons entitled thereto on vacation thereof,

And whereas, said portion of said street lying between the North line of Pine Street and the South line of Oak Street has, since the passage and approval of said ordinance, been continuously used by the public and improved and maintained by said city as a thoroughfare or street and is now used as such,

Therefore, said ordinance, in so far as it purports to vacate said portion of Eighth Street between the North line of Pine Street and the South line of Oak Street, shall be and is hereby repealed.

This ordinance shall be in force and take effect upon and after its passage and approval.

Passed by the City Council of said Citty of De Kalb at a regular meeting thereof upon the fifth day of July, A. D. 1921, and approved by me this 7th day of July, A.D. 1921.

James E Lewis
Mayor.

Attest:-

G D Blackman
City Clerk.

AN ORDINANCE

Board of Local Improvements Ending April 30, 1922.

Appointing a Board of Local Improvements for the year ending April 30th, 1922.

BE IT ORDAINED by the City Council of the City of De Kalb in De Kalb County, Illinois:

Sectionl. That Aldermen Hiland, Hyde, Lindstrom, Nelson and Morehead, be and they are hereby appointed as members, together with the Mayor and Commissioner of Public Works, of the Board of Local Improvements for the year ending April 30th, 1922.

Passed by the City Council this 5th day of July A.D. 1921 and approved by me this 7th day of July A. D. 1921.

James E Lewis
Mayor.

Attest:-
G R Blackman
City Clerk.

AN ORDINANCE

Salary Ordinance Ending April 30, 1923.

fixing the salary and compensation of certain officers of the City of De Kalb, for the term ending April 30, 1923.

BE IT ORDAINED BY THE City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

SECTION 1. The salaries of the elective officers of the City of De Kalb hereinafter mentioned, for the term ending April 30, A. D. 1923, shall be and the same are hereby fixed as follows:

Mayor, the sum of Five Hundred Dollars per annum.

City Clerk, the sum of Seventeen Hundred Dollars per annum.

City Treasurer, the sum of Two Hundred Fifty Dollars per annum.

City Attorney, the sum of Nine Hundred Dollars per annum, in full compensation for all service rendered him, including any and all services rendered by him, in or about any special assessment, or special taxation proceedings, except as follows:

1. He shall also be paid his necessary travelling, lodging and boarding expenses, when engaged by order of the City Council in the business of said City, outside of De Kalb County.

2. He shall also be paid at the rate of fifteen dollars (15.00) per day for time actually spent by him in the interests of the City of De Kalb, in courts of record in the trial of contested cases and for time actually spent before commissions in hearings, and the same rate for time actually spent by him in the preparation of cases for trial or hearings.

3. He shall keep an accurate record of time spent by him upon services to be paid for upon such per diem basis, and of his expenses as mentioned in Article 1 above, which record he shall exhibit at any time, upon request, to the Mayor or City Council or any committee or member thereof.

SECTION 2. This ordinance shall take effect and be in force from and after May 1st, 1921.

Passed by the City Council of said City at a regular meeting thereof upon the 5th day of July A. D. 1921, and approved by me this 7th day of July A. D. 1921.

James E Lewis
Mayor.

Attest:-
G R Blackman
City Clerk.

AN ORDINANCE

amending Paragraph 1, Section 423 of Chapter 40 on Nuisances of the Revised Ordinances of the City of De Kalb.

Amendment to Paragraph One, of Nuisances.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That Paragraph 1, Section 423 of Chapter 40 on Nuisances of the Revised Ordinances of said City of De Kalb, passed April 4th, A. D. 1914, shall be amended by adding thereto the following:

13. Animals or Fowls.) To harbor or keep horses, cattle, hogs, fowls, bees, or other animals, on any premises in said city, under circumstances or conditions or in a manner injurious to the health, comfort, or safety of the public, or any person or persons, or causing or resulting in loss or damage to property, or unreasonable inconvenience, discomfort or hardship to any person or persons.

Section 2. This ordinance shall take effect and be in force ten days from and after its passage, approval and publication as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof on August 2nd, A. D. 1921, and approved by me, this 3rd day of August, A. D. 1921.

James E Lewis
Mayor.

Attest:-

G R Blackman
City Clerk,

Published in De Kalb Daily Chronicle Saturday, Aug. 6th, 1921.

AN ORDINANCE

Ordinance Disconnecting Territory Along East Lincoln Highway.

disconnecting certain territory from the corporate limits of the City of De Kalb.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section 1. Whereas, on the 17th day of June, A. D. 1921, there was filed in the office of the City Clerk of said city, a petition signed by owners representing a majority in area of of the lands hereinafter described, which lands are upon the border of said city and within the corporate limits or boundaries thereof, and are not laid out into city lots or blocks, praying the disconnection of such lands from the corporate limits and territory of said city, which petition was accompanied by the certificate of the County Clerk of said county, showing that all city taxes and assessments upon such lands and due up to the time of presenting such petition were and are fully paid; and

Whereas, more than thirty days have elapsed since the filing of said petition with said City Clerk, and the same has been at this time by him presented to said City Council;

It is, accordingly, hereby ordered that the territory described in said petition, to wit:

Lands now within the corporate limits and on the border of said city of De Kalb, described as follows, to wit;

Beginning at the intersection of the north line of East Lincoln Highway with the easterly line of the right of way of the Northern Illinois Railway Company, thence easterly along the north line of Lincoln Highway to the north and south center line of the southwest quarter of Section Twenty-four (24) in Township Forty-(40) North, Range Four (4) East of the Third Principal Meridian, in said county, thence south along said north and south Center line to the south line of said Section Twenty-four (24), thence West along the said South line of said Section Twenty-four (24) to the easterly line of said railway right of way, thence northerly along said easterly line of said right of way to the place of beginning,

shall be and the same are hereby ordered disconnected from the corporate limits of said city, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act in relation to the disconnection of territory from cities and villages, and to repeal an act therein named," approved May 10th, 1901.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law, and the City Clerk of said city is hereby directed to file copies thereof properly certified by him as such City Clerk, in the offices of the Recorder and Clerk of said county, as provided by said act.

Passed by the City Council of the City of De Kalb at a regular meeting thereof on August 2nd, 1921, and approved by me this 3rd day of August, A. D. 1921.

James Lawrence
Mayor.

Attest:-

G. W. Blackman
City Clerk.

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To the Honorable Mayor and City Council of the
City of De Kalb, in De Kalb County, Illinois:

Gentlemen,

We submit herewith the draft of an ordinance providing for the construction by special assessment of a connected system of sanitary sewers described therein, in accordance with a resolution adopted by the Board of Local Improvements of said city the 3rd day of August, A. D. 1921, originating a scheme for said improvement, and adhered to by said Board of resolution at a meeting for public consideration of said improvement held August 13th, 1921, together with an estimate of the cost of said improvements, over the signature of W. M. Hay, Engineer of this Board, and recommend the passage of said ordinance and the making of said improvement.

Special Assessmer
Ordinance for Sev
on Haish Avenue &
other Places.

Dated August 13th, 1921.

W. S. Hiland
W. W. Hyde
August Nelson
J. B. Lindstrom
James E. Lewis
Chas F. Morhead

Board of Local Improvements
of the City of De Kalb, in De Kalb
County, Illinois.

Filed Aug. 15, 1921.
G. R. Blackman
City Clerk.

AN ORDINANCE

providing for the construction by special assessment of a connected system of sanitary sewers on Haish Avenue and other places.

Sanitary Sewer
on Haish Avenue
and Other Places

BE IT ORDAINED BY the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section1. That a local improvement shall be built within the city of De Kalb, inthe county of De Kalb in the State of Illinois, the nature, character, locality and description of which shall be as follows:

There is hereby established a sewer district, comprising the territory in said city, the sewage from which will be collected and conveyed by the system of sewers hereinafter described, which said sewer district is hereby described and defined as follows, to-wit:

Beginning at a point on the north line of Taylor Street at the center line of the alley in Block Twelve of Taylor's Addition, thence east along the north line of Taylor Street to the center line of the alley in Block Eleven of Taylor's Addition; thence northerly along the center line of said alley and its northeasterly extension to the southwest corner of Lot Eight in Block Two of Norton & Hudson's Addition; thence easterly along the South line of said lot 63.25 feet; thence northerly at a right angle 11 feet; thence easterly and parallel to the south line of said Lot 8 eleven feet; thence northerly parallel with the west line of said Lot 8 to the south line of South Street; thence northerly across south street to a point on the north line of South Street 148.5 feet measured along the north line of South Street westerly

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from the west line of First Street; thence northerly parallel with the west line of First Street to the right of way of the Chicago & Northwestern Railway Company; thence westerly along the south line of said right of way to the northwest corner of Block 2 of Andrew Peterson's Addition; thence southerly along the west line of said Block 2 to a point 164.5 feet north of the North line of Gurler Street, thence westerly parallel with the north line of Gurler Street to the center line of Pearl Avenue; thence southerly along the center line of Pearl Avenue to the center line of Gurler Street; thence southerly at right angles to the center line of Gurler Street to a point 149.5 feet south of the south line of Gurler Street; thence easterly to the northwest corner of Lot 3 in Block 1 of Taylor's Addition; thence southerly to the southwest corner of Lot 5 of said block; thence southerly to the northeast corner of Lot 11 in Block 2 of Taylor's Addition; thence westerly to the northwest corner of said Lot11; thence southerly along the east side of Leonard Avenue to the south west corner of Lot 1, Block 1 of said Norton & Hudson's Addition; thence easterly on the south line of said Lot 1 and its easterly extension to the center line of the alley in said Block 1; thence southerly along the center line of said alley and its southerly extension to the place of beginning;

Right, permission, privilege and authority are hereby given and granted to the present and future owners and occupants of the lands lying within said sewer district to connect all house drains now existing or hereafter constructed within said district into the system of sewers hereinafter described, for the purpose of discharging sewage only into said sewers;

The connected system of sanitary sewers and manholes herein described shall be built along the sewer lines in this ordinance provided; the elevations provided for sewer lines are the number of feet and decimals of a foot given above the established City Datum, in this ordinance described, and mean the elevation of the pipe on the inside at the bottom or lowest point; the sewers shall be built with a uniform slope along the inside bottom line thereof between the various elevations given, and shall coincide along the center line of the same with the center lines of the various streets, avenues, alleys and other places hereinafter mentioned and the productions thereof, except as otherwise provided, where they shall be located as so otherwise provided; where the term 'sewer line' is used herein it means the line along which such sewers shall be built and located as aforesaid; the dimensions of the various lines of sewer given mean the internal diameter of the same.

The upper half of each line of sewer pipe shall be cut away from its entrance to the manhole to the center thereof, leaving the lower half to form an invert in the bottom of the manhole, and where sewers of different diameter enter the same manhole the lower half of the pipe forming the outlet for the same shall be carried across the bottom from the point of outlet to the point of entrance on the opposite side along the center bottom line of the manhole, and connected in the center of the catch basin with the lower half of any pipes entering from the other sides;

Fourteen manholes shall be built as herein provided centrally over the line of said sewers and points of elevation given, one at each connection or junction of lines of sewers described, and at other necessary points on the lines of said sewers; each manhole shall be cylindrical in form and of an internal diameter of three feet, and the tops of the manholes shall narrow to two feet internal diameter, being so narrowed by six header courses drawn in, the diameter being decreased two inches for each course;

The bottom of the manholes except space occupied by inverts shall be of concrete, and the walls of each manhole shall be built of the best quality of standard, hard burned sewer brick, laid in cement mortar composed of one part by measure of best Portland cement to three parts by measure of clean, sharp, dry sand, free from all loam, clay, animal or vegetable matter; the sand and cement shall be thoroughly mixed together dry, in a bed or on a board and in no case on the ground, so as to show an even color and be free from streaks, and then by addition of clean water, reduced to mortar, which shall be used within one hour after water has been applied; walls of the manholes shall be eight inches in thickness, and the bottoms shall be six inches in

thickness with the upper surface of the bottoms laid flush with the side top edges of the inverts and slope upwards two inches to the walls of the manholes;

All manholes shall be water tight and fitted with a cast iron rim weighing at least two hundred pounds and lid weighing at least one hundred pounds, both of which shall be cast from best quality of gray iron of tough and even grain. The rim shall be cylindrical in form, of twenty-two inches internal diameter and eight inches high, with a five inch flange, walls and flanges to be at least three fourths inch thick and outside rim and top to be at least one and a half inches thick. The lid shall be of the kind known as the closed cover, with one and one-half inch semi circular space open at edge to allow for opening, and shall fit snugly on the rims and the upper surface of each manhole shall coincide with the surface of the street, avenue, alley or other place at such point.

Beginning two feet from the bottom and thence sixteen inches apart, wrought iron steps shall be placed horizontally in each manhole, made of a single straight piece of three-eights inch by one inch wrought iron thirty-six inches long, with ends extended through the wall and forming a chord with the inner diameter of the manhole with a middle ordinate of four inches from step to wall of manhole;

In every case where the grade of the inlet sewer at a manhole shall be eighteen inches or more above the grade of the outlet, what is known as a drop manhole shall be constructed, as follows:

The manhole shall be built in all respects as hereinbefore provided, except that the inlet shall have immediately outside and adjoining the wall of the manhole a "T" connection at the lower side of the inlet pipe of the same internal diameter as such sewer inlet. A vertical sewer pipe shall be fitted to this "T" connection, and below this an elbow pipe of the same kind, size and quality in every respect as in said inlet sewer, and shall extend vertically downwards and along the outside of said manhole and ground a ninety degree elbow curve made by said sewer, the lower invert of said ninety degree elbow curve of said sewer entering said manhole through its wall two inches above the grade of the outlet invert, forming a second inlet at said grade. All drop manhole connections shall be cemented and made water tight in the same manner as for straight pipe.

Manholes at all other points shall be built as first herein above described an provided;

At the upper terminus of the six inch sewers lamp holes shall be constructed by connecting vertically a six inch pipe sewer with the lateral sewer below by means of a "T" joint or branch, with the T joint at the top of the lateral sewer and the vertical sewer connected therewith and brought to an elevation eight inches below the surface of the ground. On and around this vertical sewer at its top shall be placed a cast iron lamp hole cover, consisting of rim and lid weighing not less than one hundred pounds and resting on concrete placed around the vertical sewer pipe to a width of six inches out from the outer wall of the pipe, and extending down vertically to the bottom of the lateral sewer. The rim and cover shall be cast from the best quality of gray iron of a tough and even grain; the rim shall be eight inches internal diameter and eight inches high, with five inch flange. Walls of the rim and flanges shall be at least three fourths inch thick. The lid shall be seven and three fourths inches in diameter, one and onehalf inches thick, with rough top and be of the closed cover type, with one and a half inch semicircular open space at edge to allow for opening.

All concrete used shall be composed of one part by volume of Portland cement and three parts by volume of torpedo and sand and six parts by volume of washed gravel;

All Portland cement shall be of a fineness to permit of ninety-two per cent to pass through a sieve with one hundred meshes per lineal inch, and test pieces, mixed with one part of cement to three parts sand shall have a tensile strength of two hundred pounds to the square inch, after being exposed to the air one day and immersed in water six days;

All torpedo sand used in concrete shall be clean and well graded in size from particles one-eighth inch in diameter to fine dust, provided that not to exceed ten per centum shall be sufficiently fine to pass through a screen with one hundred meshes to the lineal inch;

All gravel used in the concrete shall be clean and of a size to pass through a screen with openings of one inch diameter, and over a screen with openings one fourth inch in diameter;

All conrete shall be made, first mixing the cement and gravel dry then adding sufficient clear water to form a plastic mass of such consistency as to produce the strongest concrete.

Exposed surfaces in manholes shall be smoothly trowelled, and the mortar flushed to the surface.

The sewer pipe to be used in the sewer lines shall be No. One quality, truly cylindrical in shape, smooth and round, thoroughly vitrified and glazed and free from all imperfections and of the hub and spigot pattern. Each length shall be not less than two feet and all shall be properly laid to line and grade, with joints filled with mortar composed of one part Portland cement and one part clean bank sand, free from all loam, clay, animal or vegetable matter. The sand and cement shall be thoroughly mixed together dry, in a bed or on a mortar board, and in no case on the ground, so as to show even color and be free from streaks, and then reduced to mortar by addition of clean water, the mortar to be used at once and not after it has begun to set;

The sewer pipe shall be of not less than the following thickness of shell;

For 12 inch pipe, 1 inch;
For 8 inch pipe, $\frac{3}{4}$ inch;
For 6 inch pipe, 5/8 inch;

House service sewer connections shall be provided along the lines of said sewers, one for each lot or tract of not exceeding fifty feet frontage, and one additional connection for each fractional part of fity feet frontage additional, but in all cases, one for each house or other building on such premises requiring sewage connection and use, except along the lands used by the City of De Kalb for hospital purposes, and Lot 15 of Block 12 of Taylor's Addition and Lot 4 of John Johnson's Addition.

Such connections shall consist of six inch vitrified sewer pipe of the same quality and laid in the same manner as herein provided for lateral sewers of the same size. They shall be laid from the main sewer and at right angles thereto to points fifteen feet distant from the center line of the streets, avenues and other places, on each side thereof.

They shall be laid to a grade of a downward slope of two inches in their length on a uniform grade toward the main sewer, and from a depth at the end for connection with the various premises of six and one half feet below the elevation of the surface of the ground at the street line, such depth to be measured from the inside of the sewer pipe at its bottom at such points of connection; provided, that in the alley in Block 1 of Andrew Peterson's Addition and the line therein extended easterly, house slants only shall be set in the main sewer for the use of adjoining owners in connecting therewith. Connection of the house service connections with the main sewers shall be made by means of 6 inch "Y" branches and elbow and straight sewer pipe of the same sizes and quality and laid in the same manner provided for straight sewers. The end of each house service connection shall be closed with a glazed sewer pipe stopper.

The lines of such sewers shall be connected with the existing sewer at Leonard Avenue and at Pearl Avenue at the manholes in the latter in a proper and workmanlike manner at the points of connection of the sewer lines herein described with the existing sewer.

All street, avenue and alley surfaces distrubed in the constrcution of such sewers shall be restored to condition equally as good as before being distrubed, with all excavated material required to take care of subsequent settling of trenches neatly rounded over.

Such connected system of sewers and manholes shall be located, built and constructed, as follows, to-wit:

On South Street, a twelve inch sewer from the existing sanitary sewer and manhole on Leonard Avenue, at an elevation of 79.0 feet, along a line twenty-three feet northerly from the south line of south Street to the center line of Haish Avenue at an elevation of 82.0 feet, and a six inch sewer from such point, at an elevation of 84.5 feet, easterly on a line

twenty-three feet northerly from and parallel with the south line of South Street, a distance of one hundred ninety feet at an elevation of 86.0;

On Haish Avenue, a twelve inch sewer, along the center line of Haish Avenue, from said line described in South Street and at the elevation of 82.0 feet, southerly four hundred fifty-three feet at an elevation of 83.5 feet, thence south-easterly, making an angle with Haish Avenue of fifty-four degrees, two hundred twenty-four feet at an elevation of 84.0 feet; and also on Haish Avenue, an eight inch sewer from such point four hundred fifty-three feet south from the sewer line in South Street, at an elevation of 83.5 feet, to a point four hundred eighty feet southerly therefrom at an elevation of 86.5 feet, and from thence southerly six hundred five feet at an elevation of 89.0 feet; and an eight inch sewer from the said sewer line in South Street, at an elevation of 82.0 feet, northerly five hundred feet at an elevation of 83.5 feet;

In Gurler Street, an eight inch sewer from the existing manhole and sanitary sewer at Pearl Avenue at an elevation of 81.6 feet, easterly to Haish Avenue four hundred thirty-five feet at an elevation of 84.8 feet, and from thence a six inch sewer, from said elevation of 84.8 feet, easterly one hundred fifty feet at an elevation of 86.1 feet;

In North Haish Avenue or Newton Street, a six inch sewer from the easterly terminus of the eight inch line in Gurler Street at an elevation of 86.0 feet, northerly to the center line of the alley in Block One of Andrew Peterson's Addition produced westerly, at an elevation of 87.2 feet, and from thence northerly seventy-five feet at an elevation of 87.6 feet;

In the alley in Block One of Andrew Peterson's Addition and the sam produced easterly, from the sewer line described in North Haish Avenue or Newton Avenue, at an elevation of 87.2 feet, easterly one hundred ninety feet along the center line of said alley and the same produced easterly and westerly, at an elevation of 88 feet.

All such lines of sewers shall be laid along the center lines of such streets, avenues, alleys and other places, except where otherwise provided.

The elevations mentioned herein shall be measured in feet and decimal parts of a foot above the city datum heretofore established by ordinance of said City of De Kalb, which is a horizontal plane one hundred feet below the top of the stone door step at the northeast corner of the city hall, in said city.

Section 2. The entire improvement provided for in this ordinance shall be constructed under the superintendence and to the satisfaction of the Board of Local Improvements of the City of De Kalb. All material used shall be of the best quality, of a kind especially suited and adapted for the purpose for which it is to be used, and all work and labor shall be performed in a workmanlike manner.

Section 3 . The recommendation of the Board of Local Improvements of said city for the passage of this ordinance and the making of said improvement, and the estimate of cost of said improvement made by W. M. Hay, Engineer of said Board, and on the date of passage of this ordinance presented by said Board to the City Council of said City, with draft of this ordinance, shall be and the same are hereby approved.

Section 4. The said improvement shall be made, and the total cost thereof, including the sum of Three Hundred Thirty-seven Dollars and Twenty-seven Cents ($337.27) to be applied toward the expense of making said assessment and constructing said improvement and other lawful expense connected with the same, shall be raised and paid by special assessment upon the property to be specially benefited by said improvement, in accordance with the provisions of an Act of the General Assembly of the State of Illinois, entitled, "An act concerning local improvements," approved June 14, 1897, and all amendments thereof relative thereto, and said sum of Three Hundred Thirty-seven Dollars and Twenty-seven Cents ($337.27) shall be applied toward the payment of the expense of making and collecting said special assessment, and other lawful cost and expense of levying and collecting said assessment and making said improvement, necessary and included in said estimate of cost thereof, as provided by Section 96 of said Act and all amendments thereof relative thereto.

Section 5. The City Attorney of said city is hereby directed to file a petition in the county court of De Kalb County,

Illinois, in the name of the City of De Kalb, praying that the necessary steps be taken for the levy of a special assessment for the construction of said improvement, as provided by law.

Section 6. All ordinances in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting thereof held August 15th, 1921, and approved by me, this 15th day of August, A. D. 1921.

James E. Lewis
Mayor.

Attest:

G. R. Blackman
City Clerk.

AN ORDINANCE

providing for the division into installments of the special assessment to be levied for an sewer system on Haish Avenue and other places.

Provisions for Division of Haish Ave. Special Asst.

Be it Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property, and also each individual assessment, under proceedings now pending in the County Court of said County for a special assessment for improvement of Haish Avenue and other places in said city by construction of a connected system of sanitary sewers, manholes and lamp holes, pursuant to the provisions of an ordinance in said city, entitled, "An Ordinance providing for construction by special assessment of a connected system of sanitary sewers on Haish Avenue and other places, passed by the City Council and approved by the Mayor of said city on the 15th day of August, A. D. 1921, shall be divided into ten annual installments , in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements, approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects in accordance with the provisions of said act of said General Assesmbly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested under the corporate seal by the City Clerk of said city, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed fac simile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held September 6th, 1921, and approved by me, this 6th day of September, A. D. 1921.

James E. Lewis
Mayor

Attest, G. M. Blackman
City Clerk.

AN ORDINANCE

Tax Levy Ordinance Ending April 30,1922

for the levy and assessment of taxes for corporate purposes of the City of De Kalb for the fiscal year of said city ending April 30, 1922.

Be it Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. The sum of Fifty-two Thousand Seven Hundred Sixty-seven and 50/100 Dollars ($52,767.50), the same being that part of the total appropriations heretofore made for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, Illinois, to be collected from the tax levy for the current fiscal year of said city, shall be and the same is hereby levied and assessed upon all real and personal property in said city subject to its municipal tax as the same is assessed for state and county purposes for the current fiscal year of said city (the appropriations for the current fiscal year of said city ending April 30, 1922, the total amount of which has been ascertained by an ordinance passed by the City Council of said city, on the 5th day of July, A. D. 1921, and approved by the Mayor of said city on the 8th day of July, A. D. 1921, and published in the De Kalb Daily Chronicle, a daily secular newspaper of general circulation published and circulated in said city for at least six month s preceding the date of publication of said ordinance therein, on the 12th day of July, A. D. 1921) the amount of said appropriations being as follows:

Salaries - City Officers		$7,000.00
Salaries and Expense City Council		1,500.00
Fire Department Salaries and Maint.		15,000.00
Police Department Salaries and Maint.		12,000.00
Roads & Bridges, Streets & Alleys		5,000.00
Sidewalks		2,000.00
Waterworks Maintenance		8,000.00
Waterworks Pumping		10,000.00
Sewers & Drains Maintenance		1,500.00
Street Lighting		11,000.00
Maintenance Public Buildings		1,000.00
Maintenance Rest Room		1,200.00
Maintenance Health Department		1,200.00
Maintanence Parks		1,000.00
Election Expenses		1,300.00
Maintenance City Court		500.00
Incidentals		1,500.00
Expenses Board of Local Improvements		500.00
Extraordinary Repairs & Replacements		2,500.00
Permanent Improvements:		
Public Improvements-Spec. Assts.		1,000.00
Fire Department Euqipment		1,000.00
Police Department Equipment		300.00
Extension Waterworks		2,500.00
Extension Sewers & Drains		15,000.00
Extension Sidewalks		500.00
		104,000.00
Maintenance Public Hospital	4,500.00	
Garbage Disposal	4,600.00	
Maintenance Public Library	4,600.00	
Waterworks Extension Bonds of 1910, due May 1, 1922,	3,000.00	
Interest on Waterworks Extension Bonds of 1910, due May 1, 1922	292.50	
Interest on Waterworks Extension Bonds of 1912, due May 1, 1922	787.50	
Interest on Public HospitalBonds	4,987.50	$22,767.50
		$126,767.50

The remaining amount of said appropriations shall be filled and raised from monies on hand not otherewise appropriated and from other sources of revenue of said city, the said sum so levied and assessed being divided between said items of said appropriations, as follows:

Salaries -City Officers	2,000.00
Salaries and Expense City Council	450.00
Fire Department Salaries & Maintenance	4,100.00
Police Department Salaries & Maintenance	3,500.00
Roads & Bridges-Street & Alleys	1,500.00
Sidewalks	600.00
Waterworks Maintenance	2,400.00
Waterworks Pumping	3,000.00
Sewers & Drains Maintenance	400.00
Street Lighting	3,400.00
Maintenance Public Buildings	300.00
Maintenance Health Department	300.00
Maintenance Parks	300.00
Election Expense	300.00
Maintenance City Court	200.00
Maintenance Rest Room	300.00
Incidentals	500.00
Expenses Board of Local Improvements	200.00
Extraordinary Repairs & Replacements	650.00
Permanent Improvements:	
Public Improvements-Special Assts.	300.00

Fire Department Equipment		300.00
Police Department Equipment		100.00
Extension Water Works		600.00
Extension Sewers & Drains		4,100.00
Extension Sidewalks		200.00
		$30,000.00
Maintenance Public Hospital	$4,500.00	
Garbage Disposal	4,600.00	
Maintenance Public Library	4,600.00	
Waterworks Extension Bonds of 1910, due May 1, 1922	3,000.00	
Interest on Waterworks Bonds of 1910, due May 1, 1922	292.50	
Interest on Waterworks Bonds of 1912, due May 1, 1922	787.50	
Interest on Public Hospital Bonds, due Mar. 1st, & Sept. 1, 1922,	4,987.50	$22,767.50
		$52,767.50

Section 2. The City Clerk of said city is hereby directed to file with the County Clerk of De Kalb County, Illinois, on or before the third Tuesday of September, A. D. 1921, a copy of this ordinance duly certified by him under the corporate seal of said city, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held September 6th, 1921, and approved by me, this 6th day of September, 1921.

James E Lewis
MAYOR.

Attest: E R Blackman
City Clerk.

AN ORDINANCE

changing the name of South Street to Roosevelt Street.

Ordinance Changing Name of South Street to Roosevelt St

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the name of South Street in said City is hereby changed to Roosevelt Street, and the City Clerk is hereby directed to file a certified copy of this ordinance in the Receorder's Office of said county.

Passed by the City Council of the city of De Kalb, this 4th day of October, A. D. 1921, and approved by me, this 4th day of October, A. D. 1921.

James E Lewis
Mayor

Attest:
E R Blackman
City Clerk.

Certified Copy Mailed to
County Recorder Oct. 12, 1921.

An Ordinance
Preventing Injury
to Improved Streets.

AN ORDINANCE
FOR THE PREVENTION OF INJURY TO IMPROVED STREETS and FOR THE REGULATION OF TRAFFIC THEREON.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. No person, firm or corporation, either by itself, himself, herself, themselves, his, her, their or its servants, agents or employees shall transport over, upon or along any paved or otherwise permanently improved street, avenue or public way in said city, at any time, any vehicles or loads or vehicles with loads of sufficient weight or in sufficient numbers to cause injury other than ordinary and usual wear and tear to such paved or permanently improved streets.

Section 2. Whenever because of weather or ground conditions or because of the weight of vehicles or loads or vehicles with loads or the numbers thereof being moved over any such paved or otherwise permanently improved streets, it shall appear to the Mayor that injury is being or is likely to be caused thereby to such streets, he is hereby invested with authority and it shall be his duty to file with the City Clerk orders regulating such traffic and diverting the same to other streets, avenues or public ways, and if necessary for such traffic at any place or places to cross such streets or avenues likely to be injured there by, to include therein provision for protection from injury by such traffic passing upon or along the same as so directed by such traffic regulations.

Section 3. It shall be the duty of the City Marshal upon the filing of any such traffic regulations by the Mayor to serve upon any person or persons, firm or corporation using or likely to use paved or permanently improved streets upon which traffic of any kind may be forbidden by such orders, a copy of such traffic regulation order so filed by the Mayor with the City Clerk, after which it shall be the duty of any such person, firm or corporation to comply with the same, and no such person or persons, firm or corporation upon which such notice or copy of such regulations may be served shall thereafter move or transport any vehicle or loads or vehicles with loads upon and along or across such streets, avenues or places, contrary to the provisions of such regulations and orders.

Section 4. Any person or persons, firm or corporation violating any or either of the provisions of this ordinance shall for each offense be fined not less than Five Dollars nor more than Two Hundred Dollars for each offense, and the moving of transporting of each vehicle or load or vehicle with load upon, along or across any paved or permanently improved street, avenue or public way in said city in violation of or contrary to the provisions of this ordinance shall be deemed and constitute a separate and distinct offense.

Section 5. This ordinance shall take effect and be in force from and after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof on October 4th, 1921, and approved by me, this 4th day of October, 1921.

James E Lewis
Mayor

Attest,
G R Blackman
City Clerk.

Published in De Kalb Daily Chronicle
October 6, 1921.

AN ORDINANCE

PROVIDING for the use of special funds for the purchase of tax anticipation warrants.

Tax Loan Ordinance

BE IT ORDAINED by the City Council of the City of De Kalb, in De Kalb County, Illinois:

Section 1. Any funds of said city set aside for particular purpose and not immediately necessary therefor, may be used by said city in the purchase of tax anticipation warrants issued by said city, and all moneys paid in redemption of said warrants shall at once be credited to and replaced in such funds so held for such purposes, and the Mayor and City Clerk are hereby authorized to make such purchases with such funds when necessary to raise money as provided by law, to pay expenses for ordinany purposes of said city.

Passed by the City Council of the City of De Kalb, at a regular meeting held November 1st, 1921 and approved by me, this 5th day of Nov. 1921, A. D..

James E Lewis
Mayor.

Attest:
G D Blackman
City Clerk.

AN ORDINANCE

repealing an ordinance entitled, "An Ordinance providing for the improvement of the roadways of the I. L. Ellwood Addition and a part of Locust Street."

Repeal of Improvement Ordinance, I. L. Ellwood Addn.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section1. The ordinance entitled, "An Ordinance providing for the improvement of the roadways of th I. L. Ellwoods Addition and a part of Locust Street," passed April 26th, 1921, and approved April 29th, 1921, shall be and the same is hereby repealed.

Section 2. The City Attorney of said city is hereby directed to dismiss the proceeding now pending in the City Court of De Kalb for a special assessment for the construction of the improvement provided for in said ordinance.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held December 6th, 1921, and approved by me, this 6th day of December, A. D. 1921.

James E. Lecours
Mayor

Attest:
G R Blackman
City Clerk.

AN ORDINANCE

Duplicate copy of above ordinance.

repealing an ordinance entitled, "An Ordinance providing for the improvement of the road ways of the I. L. Ellwood Addition and a part of Locust Street."

BE IT ORDAINED by the City Council of the City of De Kalb, im the County of De Kalb in the State of Illinois:

Section 1. The ordinance entitled, "An Ordinance providing for the improvement of the roadways of the I. L. Ellwood Addition and a part of Locust Street", passed April 26th, 1921, and approved April 29th. 1921, shall be and the same is hereby repealed.

Section 2. The City Attorney of said city is hereby directed to dismiss the proceeding now pending in the City Court of De Kalb for a special assessment for the construction of the improvement provided for in said ordinance.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held December 6th, 1921, and approved by me, this 6th day of December, A D 1921.

James E Lecours
Mayor.

Attest,
G R Blackman
City Clerk.

To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

The undersigned Board of Local Improvements of the City of De-Kalb herewith submits an ordinance providing for the improvement of the roadways of the avenues and parts thereof of the I. L. Ellwood Addition and a part of Locust Street, by the construction of Additional combined curb and gutter and drain sewer inlets, the building of new macadam base and resurfacing of present macadam surfaces, and paving such roadways with asphaltic concrete, by special assessment, together with the estimate of the cost of said improvement, signed by James E. Lewis and W. M. Hay, president and Engineer, respectively, of this board, as provided by law.

This board hereby states that it has complied with all the requirements of the statutes in such case made and provided relative to said improvement, and recommends the passage of said ordinance by your honorable body, and the construction of said improvement as provided in said ordinance, according to the statute in such case made and provided.

Dated January 3d, 1922.

James E Lewis
President

W. P. Hiland

W. W. Hyde

August Nelson

J. B. Lindstrom

Chas. Morehead

To the Board of Local Improvements of the City of De Kalb, in the County of De Kalb in the State of Illinois:

We submit herewith, as directed by resolution of said Board of this date, an estimate of the cost of construction by special assessment of the following described local improvement in said city:

Ordinance fo
Improving Ro
ways of I. L
Ellwood's Ad

The improvement of the roadways of Locust Street westerly from First Street a distance of 354 feet to existing brick pavement, College Avenue from Locust Street to its westerly terminus at Normal bridge, Augusta Avenue from College Avenue to First Street Linden Place from Augusta Avenue to College Avenue, and Park Avenue from the north line of Locust Street to its northerly terminus at the north line of I. L. Ellwood's Addition, including the roadways of intersecting or abutting streets, avenues or places and roadways of existing curved passages connecting said streets or avenues with intersecting streets or avenues, by construction of additional combined sand, gravel and cement concrete six inch curb and twelve inch gutter on four inch cinder foundation on those parts of college and Park Avenues not heretofore provided therewith, to be located as a continuation of present curb and gutter lines on said avenues, constructing new macadam base eight inches in thickness between such additional curb and gutter, and reconstructing existing macadam roadways between existing curb and gutter for macadam base, and surfacing of such new and reconstructed macadam base, after filling existing depressions below sub grade of binder course with asphaltic concrete consisting of a course of one and one half inch thickness asphaltic concrete binder with one and one half inch course of asphaltic concrete wearing course; and draining said improvement by means of storm water inlets, as follows:

including all labor, materials and other lawful expenses attending the same:

Cost of preparing, rolling and compacting existing macadam for macadam base, 16980 sq. yds. at $.10 per sq. yd.	$1698.00
Cost of excavating and removal of 300 cu. yds. of surplus material and cinders at $.75 per cu. yd.,	225.00
Cost of removal of 250 cu. yds. of surplus macadam rock from old macadam surface to new macadam base, at $1.00 per cu, yds.,	250.00
Cost of removal of 400 yards of excess macadam rock, at $1.00 per cu. yd.,	400.00
Cost of preparing, rolling and compacting of new macadam base eight inches in thickness and furnishi ng sufficient lime-stone screenings for bonding the same, 940 sq. yds., at $.50 per sq. yd.,	470.00
Cost of 500 lineal feet of combined sand, gravel and cement concrete six inch curb and twelve inch gutter on four inch cinder foundation, insections six feet in length, at $1.00 per lineal foot,	500.00
Cost one and one half inch asphaltic concrete pavement on one and a half inch asphaltic concrete binder course, 17925 sq. yds. at $2.00 per sq. yds.,	35850.00
Cost of 18 cast iron storm water inlets set in place in combined curb and gutter, at $33.00 each,	594.00
Cost of 200 tons of asphaltic concrete binder for filling depressions in macadam base below binder course, at $12.50 per T.	2500 .00
Cost of engineering, inspection and supervision during construction of said improvement,	1500.00
Total cost, as aforesaid,	$43987. 00
Cost of making, levying and collecting special assessment for said improvement and other lawful expenses attending the same, as provided by law,	2500.00
Total estimated cost of improvement,	46487.00

And we hereby certify that in our opionion the estimate does not exceed the probable cost of said improvement, and the lawful expenses attending the same.

Dated December 30th, 1921.

James E. Lewis
President of the Board of Local Improvements of the City of De Kalb, De Kalb County, Illinois.

W. M. Hay.
Engineer of said Board.

AN ORDINANCE

providing for the improvement of the roadways of the I. L. Ellwood Addition and a part of Locust Street, by special assessment.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb, in the State of Illinois.

Section 1. A local improvement shall be made within the City of De Kalb, in the County of De Kalb in the State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

The improvement of the roadways of Locust Street westerly from First Street a distance of 354 feet to existing brick pavement, College Avenue from Locust Street to its westerly terminus at Normal bridge, Augusta Avenue from College Avenue to First Street, Linden Place from Augusta Avenue to College Avenue, and Park Avenue from the north line of Locust Street to its northerly terminus at the north line of I. L. Ellwood's Addition, including the roadways of intersecting or abutting streets, avenues or places and roadways of existing curved passages connecting said streets or avenues with intersecting streets or avenues,

by construction of additional combined sand, gravel and cement concrete six-inch curb and twelve-inch gutter on four-inch cinder foundation on those parts of College and Park Avenues not heretofore provided therewith, to be located as a continuation of present curb and gutter lines on said avenues, constructing new macadam base eight inches in thickness between such additional curb and gutter, and reconstructing existing macadam roadways between existing curb and gutter for macadam base, and surfacing of such new and reconstructed macadam base with asphaltic concrete, consisting of a course of one and one-half-inch thickness asphaltic concrete binder with one and one-half-inch course of asphaltic concrete wearing surface after filling existing depressions below sub-grade of binder course with asphaltic concrete and draining said improvement by means of storm water inlets.

COMBINED CURB AND GUTTER:- A combined six inch curb and twelve inch gutter of sand, gravel and cement concrete on a four inch cinder foundation shall be laid along each side of said improvement, as follows:

ON THE north and south sides of College Avenue, with the roadway edges of the gutters parallel with and 13.1 feet distant from the center line of College Avenue at the westerly end thereof, from present termini of curb and gutter, a distance of sixty feet on the south side and one hundred ten feet on the north side;

On the east and west sides of Park Avenue, from the north line of Augusta Avenue to the North line of I. L. Ellwood's Addition, with the roadway edge of the gutters eleven feet distant from and parallel with the center line of Park Avenue;

Said combined curb and gutter shall be constructed in the following manner:

A trench shall be excavated, the bottom of which shall be thoroughly compacted to a firm and even surface, eighteen inches in width, and ten inches below the upper surface of the gutters and sixteen inches below the upper surface of the curbs and parallel therewith, when finished as in this ordinance provided.
A bed of cinders shall be placed in the trench when thus prepared and thoroughly compacted to an even surface, after being flooded with water, so as to be of the thickness of four inches.

Forms for the curb and gutter shall be placed upon the cinder foundation so prepared, and well sprinkled before concrete is placed.

The concrete for the first or base course shall consist of one part best Portland cement, two and one half parts of clean, sharp sand, and four parts of clean washed gravel, small enough in any diameter to pass through a ring of one and one fourth inches internal diameter.

The cement, sand and gravel shall be first thoroughly mixed dry, and then sufficient water added to form a concrete of such a consistency that it will flush readily under light tamping, but may be handled without causing a separation of the course aggregate from the mortar. This mixture shall be placed in the forms and handled rapidly and sufficiently tamped. In no case shall concrete which has partially hardened be used. This course when tamped shall be of sufficient thickness so that with the addition of the finishing coat described, the curb and gutter will be the dimensions provided in this ordinance.

The finishing course shall be composed of one part best Portland cement and two parts of clean, sharp sand, which shall first be thoroughly mixed dry and then sufficient water added to make a mixture of such a consistency as will not require tamping. This course shall be evenly spread to the thickness of three fourths of an inch over the curb and gutter surface of the foundation course, in such a manner as to ensure an even surface, after being trowelled and finished with a brush. The curb shall be uniformly six inches thick and six inches in depth on the roadway face above the surface of the gutter. The heighth at the back of the curb shall be twelve inches. The gutter flags shall be twelve inches in width and six inches in thickness. The upper roadway edge of the curb shall be rounded to a true arc of a circle having a radius of one and one half inches and the junction of the gutters and roadway face of the curb shall be convex in form shaped to the true arc of a circle of the same radius as the upper roadway edge of the curb. The curb and gutter shall be back filled with earth free from animal and vegetable matter. The back filling shall be two feet in width at the top of the curb and even therewith, and slope down therefrom at the rate of one and one half feet horizontal to one foot vertical.

The upper roadway edges of the upper surface of the gutter flags shall be one inch above the surface of the gutter at the curb line, and the top of the back edge of the curb when completed as in this ordinance provided shall be at and coincide with the following grades and elevations therefor hereby established and provided:

On the north side of College Avenue from present terminal of curb and gutter at the westerly end thereof, at an elevation of 63.4 feet above city datum, heretofore established by ordinance, which is a plane 100 feet below the top of the front stone door step at the front entrance to the city hall in said city, and from thence rising westerly on a uniform grade in a distance of 110 feet to an elevation of 65 feet above city datum;

On the south side of College Avenue from present terminal of curb and gutter at the westerly end thereof, at an elevation of 63.6 feet above city datum, and from thence rising westerly on a uniform grade in a distance of 60 feet to an elevation of 65 feet above city datum;

On each side of Park Avenue, from the north line of Augusta Avenue, at the present termini of existing curb and gutter at said points, at an elevation of 84 feet above city datum, and from thence rising northerly on a uniform grade to an elevation of 85 feet above city datum at the north line of I. L. Ellwood's Addition.

The upper surface of the gutter flags shall form a uniform slope from the roadway edge to the curb line.

The curb and gutter shall be cut through its entire length with clean cuts, at intervals of as nearly as possible but in no case exceeding six feet, through the entire depth, at right angles to its length and perpendicular to its surface.

DRAIN SEWER INLETS:- Eighteen drain sewer inlets for the drainage of said pavement shall be built and located, one each, as follows:

One at center of curved curb and gutter at the northeast corner of the intersection of Park and Augusta Avenues;

One at the center of the curved curb and gutter at the northeast corner of the intersection of Park and College Avenues;

One at the center of curved curb and gutter on the north side of Augusta Avenue, opposite the southwest corner of Lot Seven of Block B. of I. L. Ellwood's Addition;

One on the south side of Augusta Avenue, at the intersection of the east line of Lot Fifty-two of Smith's Second Subdivision, extended northerly to the south line of the curb and gutter on the south side of Augusta Avenue;

One at the center of the curved curb and gutter at the northwest corner of the intersection of Park and College Avenues;

One on the north line of the curb and gutter on Locust Street; 304 feet west of the west line of First Street;

One on the east curb line of Linden Place 15 feet south of the north line of Gidding's Subdivision;

One on the west curb line of College Avenue or Linden Place, 30 feet north of the north line of Smith's Subdivision of Lot 9 or Block G of I. L. Ellwood's Addition;

One on the north curb line of College Avenue 80 feet west of the east curb line of Linden Place;

One on the curb line on the east and west sides of Linden Place 25 feet south of the line between Lots 1 and 11, Block E, I. L. Ellwood's Addition and the same extended easterly;

One on the curb line on the east and west sides of Linden Place at the intersection of the south line of Augusta Avenue and the same produced easterly;

One on the south curb line of Augusta Avenue at the intersection of the south line of Lt 4, Block A. I. L. Ellwood's Addition extended southerly;

One on north curb line of Augusta Avenue, 20 feet westerly from the intersection of a southerly extension of the east line

of Lot 5, Block A, I. L. Ellwood's Addition;

One on the West curb line of Augusta Avenue at the intersection of a westerly extension of the south line of Lot 1, of Christianson's Re-Subdivision, in Block D, of I. L. Ellwood's Addition;

One on the easterly curb line of Augusta Avenue at the intersection of a southwesterly extension of the line between Lots 2 and 3 of said Christianson's Subdivision;

One on the south curb line of College Avenue, at the intersection with a northerly extension of the west line of Lot 5, Block I, I. L. Ellwood's Addition;

Said drain sewer inlets shall be circular in form, of thirty inches internal diameter, composed of six inch concrete base, walls of two course hard sewer brick masonry eight inches in thickness, and fitted with suburban style cast iron curb and gutter inlet, weighing not less than two hundred five pounds, and covered with a grated iron cover weighing not less than ninety-five pounds, the cover to be flush with the gutter and the curb side and the top to be flush with the concrete curb and the surface of the concrete bottom of the inlet to be four feet below the upper surface of the gutter.

The bottom shall be constructed of concrete composed of one part of best Portland cement, two and one half parts of clean, sharp sand and four parts of clean washed gravel, to be mixed and Placed in position in the same manner as in this ordinance provided for the foundation course for combined curb and gutter.

The Walls shall be laid with two rings of brick, giving a thickness of eight inches to the wall, in cement mortar composed of one part best Portland cement and two parts clean, sharp sand. The tops shall be drawn in with six header courses, and fitted with the manhole curb above provided.

The manhole curb herein provided for said inlets shall be fitted into the existing gutters at the points designated, in a workmanlike manner, with the upper surface of the inlet flush with the upper surface of the gutter flags.

An eight inch sewer pipe shall be placed two feet above the bottom of each inlet, and connected on as direct a course as possible with sewer pipe of the same size, with the nearest storm water drain to such inlets respectively.

NEW MACADAM BASE:- Between the roadway edges of the gutters for a distance easterly from the westerly terminus of College Avenue from the Normal bridge at the west corporate limits of two hundred feet, and from the north line of Augusta Avenue on Park Avenue to the north line of I. L. Ellwood's Addition, all surplus earth or other material shall be excavated, and the surface then remaining thoroughly rolled and tamped to a firm and uniform surface uniformly eleven inches below the finished surface of the pavement in said portions of College and Park Avenue at said places, as in this ordinance provided.

A Macadam base for the pavement herein provided along the westerly two hundred feet of College Avenue and the portion of Park Avenue between the north line of Augusta Avenue and the north line of I. L. ELlwood's Addition, shall then be built upon the subgrade thus made, as follows:

Fom the crushed rock in the surplus material removed from the present surface of the roadways of the avenues and parts thereof to be improved as in this ordinance provided, there shall be taken sufficient of such crushed rock to make two layers of the thickness of four inches each for said portions of the roadway of said College Avenue and Park Avenue, between the roadway edges of the existing gutters and new gutters in this ordinance provided at said places.

Such crushed rock shall then be placed upon such subgrade in said portions of said avenues in two courses and in sufficient amount, so that when thoroughly compacted by rolling with a roller weighing not less than 400 pounds per lineal inch of roller, to a uniform and thorough density, with the addition of lime stone screenings not exceeding one quarter inch in size, as a binder, each of said layers shall be of the thickness of four inches.

RE-SURFACING OF OLD MACADAM BASE:- The sub base for the remainder of said improvement shall be prepared between the roadway edges of the gutters by bringing the surface of the roadways when completed as in this ordinance provided to a true and uniform surface three inches below and parallel with the finished surface

of the pavement of said roadways when completed as provided in this ordinance, at all points and places between the various initial and terminal points of said improvement, as follows:

The existing road surfaces between gutters shall be thoroughly cleaned of all dust, earth and refuse which shall at once be removed from the locality of said improvement.

The roadway surface when thus cleaned, shall at all places on the same between gutters which are less than three inches below the grade of the finished surface of the pavement as in this ordinance provided, be brought to the required grade, cross section and condition for the laying of the pavement thereon herein provided, and to a grade three inches below and parallel with the finished surface of the pavement at all points, by scarifying the same to a depth sufficient to remove all irregularities and permit of uniform re-shaping. After loosening, the material shall be shaped to conform to the grade and cross section herein specified, by removal of excess broken stone or other material, and the surface when shaped as above provided shall be thoroughly compacted with the road roller for the new macadam base mentioned, to a uniform and thorough density, after additional of limestone screenings not exceeding one quarter inch in size as a binder, so that the surface, thus prepared shall be uniformly three inches below and parallel with the finished surface of the pavement as in this ordinance provided.

The roadway surface when cleaned as above provided shall at all places on the same between gutters which are more than three inches below the grade of the finished surface of the pavement as in this ordiance provided, be brought to a uniform surface by the addition of a sufficient amount of asphaltic concrete binder hereinafter described and applied as hereinafter specified for asphaltic concrete binder course, to bring the same, after the application of the asphaltic concrete as herein provided, three inches below and parallel with the finished surface of the pavement as in this ordinance provided.

All surplus material left, after building of new and resurfacing of old macadam base, shall be at once removed from the location of said improvement.

PAVING SURFACE:- Upon the surface of the sub grade, when prepared as above provided, there shall be laid between the roadway edges of the gutters on the entire course of said improvement, an asphaltic concrete pavement, consisting of an asphaltic concrete binder course, and an asphaltic concrete wearing surface, each one and one half inches in thickness, constructed as hereinafter provided.

The asphaltic cement to be used in the mixture composition shall be prepared by refining crude native bitumen which is liquid, or becomes liquid upon the application o f heat. The native bitumen may be fluxed if necessary at the refinery or paving plant to the desired consistency by the addition of a flux prepared from native liquid bitumen. In no case, however, shall a flux of paraffin base be used to the extent of more than 25% of the resulting asphaltic cement. Crude liquid bitumen shall not be reduced in refining to less than 30 penetration at 77 degrees F. The components of the asphaltic cement shall meet the requirements for the same adopted by the American Society of Municipal Improvements for sheet asphalt in 1918.

The binder course shall be composed of asphaltic cement which complies with the specifications herein prescribed; clean, hard grained and moderately sharp sand ; and clean crushed gravel. The sand shall be construed to mean all of the fine aggregate passing a 10 mesh screen, and shall be graded from the finest which shall pass a 100 mesh screen to the coarsest, The stone shall be construed to mean all material passing a 1-¼ inch circular ring and be retained on a 10 mesh screen and shall be graded from the finest to the coarsest with at least 30% passing a 1/4 inch circular opening and with not more than 10% passing a 1-1/4 inch circular opening and retained on a 1 inch circular opening. The various ingredients of the binder course shall be mixed in the following proportions:

Bitumen	4	to 6	per cent
Sand	25 "	35 "	"
Stone	60 "	75 "	"

The asphaltic concrete wearing surface shall be composed of bitumen, filler, sand and stone in the following proportions:

Bitumen		9 to 12	per cent	
Mineral passing	200 mesh screen	10 to 14	per cent.	
Mineral passing	80 mesh screen	10 to 25	per cent.	
Mineral passing	40 mesh screen	11 to 36	per cent.	
Mineral passing	10 mesh screen	10 to 25	per cent.	
Mineral passing	4 mesh screen	10 to 15	per cent.)	not over
Mineral passing	2 mesh screen	0 to 10	per cent)	25%

The sane shall be clean, hard, moderately sharp, and capable of producing the mesh requirements as specified for the mixture.

The filler shall be equal proportions of Portland Cement, limestone and silica dust, 70 per cent of which shall pass a 200 mesh screen. The stone shall be as specified herein for binder, and shall all pass a 1/2 inch screen and be retained on a 10 mesh screen and from 40 to 60 percent of the same shall pass a 1/4 inch screen. The asphaltic cement shall comply with the specifications herein stated.

PREPARATION OF ASPHALT CEMENT:- (a) The asphalt cement shall be melted at the paving plant in kettles equipped for mechanical agitation and designed to secure uniform heating of the entire contents and shall be brought to a temperature of from 325 degrees F. to 350 degrees F. (b). When refined asphalt is to be combined with a flux the mixture shall be thoroughly agitated until a homogeneous asphalt cement of the required penetration is produced. The penetration of the asphalt cement shall be tested at suitable intervals to insure that it is maintained at a uniform consistency throughout the period of use.

PREPARATION OF MINERAL AGGREGATES:- (a) The coarse aggregate and sand for binder course shall be dried and heated at the paving plant in suitably designed revolving driers. They shall be heated to a temperature of from 300 degrees F. to 375 degrees F. as determined on the mixing platform. Both may be simultaneously fed into the same drier but in such case they shall immediately after heating be screened into coarse and fine aggregate and stored in separate bins. (b) The sand for surface course aggregate shall be separately dried, heated, and stored at the paving plant as described in the proceding paragraph. The sand shall be heated to a temperature from 300 degrees F. to 375 degrees F. as determined on the mixing platform. (c) A registering pyrometer shall be installed at a suitable point at the discharge end of the drier with the registering device so located as to clearly indicate to the drum fireman the temperature of the mineral aggregate when discharged.

PREPARATION AND COMPOSTION OF BINDER COURSE MIXTURE:- (a). The hot coarse aggregate and sand for binder course shall be measured separately and accurately by weight for each batch to be mixed. The required quantity of hot asphalt cement for each batch shall be measured by actual weighing with scales attached to the asphalt cement bucket. The mixture shall be made in an approved twin pug mixer by first charging it with the mineral aggregate and then adding the asphalt cement. Mixing shall then be continued for a period of at least forty-five (45) seconds, or longer if necessary to produce a homogeneous meixture, in which all particles of the mineral aggregate are uniformly coated. (b). The constituents of the binder and surfaces courses shall be combined in such proportions as to produce a mixture conforming to the composition limits, by weight herein prescribed.

PREPARATION AND COMPOSITION OF SURFACE COURSE MIXTURE:- The hot sand and the mineral filler shall be measured separately and accurately by weight for each batch to be mixed. The hot asphalt cement for each batch shall be measured by actual weirhing with scales attached to the asphalt cement bucket. The mixture shall be made in an approved twin pug mixer by first charging it with the sand and mineral filler. After the two have been thoroughly minxed, the asphalt cement shall be added and the mixing continued for a period of at least one (1) minute, or longer if necessary to produce a homogeneous mixture, in which all particles of the mineral aggregate are uniformly coated.

TRANSPORTATION OF MIXTURES. The binder course and surface course mixtures shall be transported from the paving plant to the work in tight vehicles previously cleaned of all foreign materials and when directed by the Engineer each load shall be covered with canvas or other suitable material of sufficient size to protect it from weather conditions. No loads shall be sent out so late in the day as to interfere with spreading and compacting the mixture during daylight unless artificial light satisfactory to the engineer is provided.

CONSRRUCTION.

PLACING BINDER COURSE MIXTURE:- Prior to the arrival of the binder course mixture on the work the prepared base shall be cleaned of all loose and foreign materials. The mixture shall be delivered at a temperature of 255 degrees F. to 325 degrees F. depending upon the air temperature and as directed by the Board of Local Improvements, or its Engineer on the work. It shall be laid only upon a base which is dry or at least free from standing water and only when weather conditions are suitable. Upon arrival upon the work the binder course mixture shall be dumped outside of the area on which it is to be spread and shall then be immediately distributed into place by meansof hot shovels and spread with hot rakes in a uniformly loose layer of correct depth. No more binder course shall be placed in advance of laying the surface course than can be covered by one day's run of the paving plant on surface mixture.

COMPACTING BINDER COURSE:- Immediately after spreading, the binder course shall be thoroughly and uniformly compressed by a power driven roller weighing not less than 250 pounds per lineal inch of width of roller. Rolling shall start longitudinally at the sides and gradually proceed toward the center of the pavement.

The motion of the roller shall at all times be slow enough to avoid displacement of the hot mixture, and any displacements shall at once be corrected by the use of rakes and of fresh mixture where required. Rolling shall proceed at an average rate not to exceed two hundred square yards per hour per roller, and shall continue until no further compression is possible. To prevent adhesion of the binder course mixture to the roller, the wheels shall be kept properly moistened by water spray, but an excess of water will not be permitted. (b). At all places not accessible to the roller the binder course shall be thoroughly compacted with hot tampers. (c). The surface of the binder course after compression shall be one and one-half inches below and parallel to the established grade of the finished pavement. The surface, after compression shall show at no place an excess (of asphalt cement and any spot showing such excess) shall be cut out and replaced with fresh hot binder mixture and immediately compacted to comform with the surrounding area. Any binder mixture which becomes loose or broken, mixed or coated with dirt or in any way defective prior to laying the surface course shall be removed, and replaced with fresh hot binder course mixture which shall be immediately compacted to conform with the surrounding area.

- JOINTS IN BINDER COURSE:- Placing of the binder course mixture shall be as nearly continuous as possible and the roller shall pass over the unprotected end of the freshly laid mixture only when the laying of the binder course is to be discontinued for such length of time as to permit it to become chilled. In such cases the binder course shall be trimmed back to the full specified thickness before laying fresh hot mixture against it. In any case when the laying of the binder mixture is continued it shall be placed in close contact to the exposed vertical edge of the binder course previously laid so that an even well compacted joint is produced after rolling.

PLACING SURFACE COURSE MIXTURE:- (a). Prior to delivery of the surface course mixture the binder course shall be kept clean and free from traffic. If not thoroughly clean it shall be swept off immediately before the surface course mixture is placed. The mixture shall be delivered at a temperature of 250 degrees F. to 350 degrees F, depending upon the air temperature and as directed by the Board of Local Improvements, or its Engineer on the work. It shall be placed only when weather conditions are suitable. Upon arrival on the work the surface course mixture shall be dumped outside of the area on which it is to be spread and shall then be immediately distributed into place by means of hot shovels and spread with hot rakes in a uniformly loose layer of correct depth. (b). Contact surfaces of curbings, gutters, manholes, etc., shall be painted with a thin uniform coating of hot asphalt cement or asphalt cement dissolved in naptha, just before the surface mixture is placed against them. Immediately adjacent to flush curbings, gutters, liners and other structures, the surface course mixture shall be spread uniformly high so that after compaction it will be slightly above the edges of such structures.

COMPACTING SURFACE COURSE:- While still hot the surface course shall be thoroughly and uniformly compressed by a power driven roller weighing not less than two hundred and fifty pounds per lineal inch of roller. The pavement shall be subjected to longitudinal rolling and to diagonal rolling in two directions, the second diagonal rolling crossing the lines of the first. Longitudinal rolling shall start at the sides and proceed toward the center of the pavement. If the width of the pavement permits, it shall in addition be rolled at right angles to the center line. Rolling shall overlap on successive trips by at least one-half the width of the roller and shall continue until all roller marks are eliminated. The motion of the roller shall at all times be slow enough to avoid displacement of the hot mixture and any displacements occurring as a result of reversing the direction of the roller, or from any other cause shall at once be corrected by the use of rakes and of fresh mixture where required, Rolling shall proceed at an average rate of not to exceed two hundred square yards per hour per roller, and shall continue until no further compression is possible, and all marks are eradicated. To prevent adhesion of the surface mixture to the roller, the wheels shall be kept properly moistened, by water spray, but excess of water will not be permitted. Before final compression a light uniform coating of Portland cement shall be swept over the surface of the pavement and the rolling then continued. (b). Along curbs, headers and similar structures and at all places not accessible to the roller the surface mixture shall be thoroughly compacted with hot tampers to produce sealed joints. (c) The surface of the pavement after compression shall be smooth and true to the established crown and grade. Any defective places shall be immediately remedied by removing the surface course mixture at such spots, and replacing it with fresh hot surface course mixture which shall be immediately compacted to conform with the surrounding area;

JOINTS IN SURFACE COURSE:- Placing of the surface course shall be as nearly continuous as possible, and the roller shall pass over the unprotected end of the freshly laid mixture only when the laying of this course is to be discontinued for such length of time as to per mit the mixture to become chilled. In all such cases, including the formation of joints as hereinafter specified, provision shall be made for proper bond with new surface mixture by use of joint cloths When the laying of the surface mixture is resumed the exposed edge of theh joint shall be painted with a thin coat of hot asphalt cement or asphalt cement thinned with napth and the fresh mixture shall be raked against the joint, thoroughly tamped with hot tampers and rolled. Hot smoothing irons may be used for sealing joints, but in such case extreme care shall be exercied to avoid burning the surface.

PROTECTION OF PAVEMENT:- Where the edge of the wearing surface is exposed at the intersection of macadam or earth roadways 2 x 10 oak planks shall be set on edge, the top flush with the finished surface and thoroughly spiked to 2 x 4 oak posts 18 inches long set 4 feet apart along the line of the oak curbing. These planks shall remain in place after final compaction has been obtained. Sections of newly compacted binder and wearing courses shall be protected from traffic for at least six hours or until they have become properly hardened by cooling.

GRADE:- The established grade of said avenues, places and parts thereof and curved passages connecting any of the same, to be improved as in this ordinance provided, along the center line thereof, shall be and the same is hereby fixed and established as follows, at all places along the course of said improvement, to-wit:

At an elevation of one inch below a plane connecting the upper surfaces, at opposite points on each side of said roadways, of the adjoining existing curbs and additional curbs herein provided for, on each side of the roadways of said avenues and places and curved passages connecting the same, along the center line of such avenues, places and curved passages.

A transverse section of the finished surface of the pavement shall be a true arc of a circle passing through the pavement at the upper roadway edges of the gutters and the center line of the finished surface of the pavement, along the center line of said avenues and parts thereof and curved passages connecting the same at every part thereof, between the various initial and terminal points of said improvement.

Section 2. The recommendation of the Board of Local Improvements of said city for the passage of this ordinance and the construction of said improvement, to gether with the estimate of cost thereof over the signatures of James F. Lewis, President, and W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

Section 3. The expense of connecting the drain sewer inlets with existing storm drains, and of adjusting existing drain inlets to the finished surface of said pavement, as in this ordinance provided, shall be paid by general taxation.

Section 4. The remainder of said improvement shall be made and the cost thereof, including the sum of Two Thousand Five Hundred Dollars, (2500.00,) being the amount included in said estimate of cost, for the making and collecting of the special assessment herein provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon property specially benefitted thereby, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements, " approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of Two Thousand Five Hundred Dollars ($2500.00), shall be applied toward the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said act and all amendments thereof.

Section 5. The City Attorney of said city is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof.

Section 6. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held January 3rd, 1922 and approved by me, this 4th day of January A. D., 1922.

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James F. Lewis
Mayor.

G. R. Blackman
City Clerk.

To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

The undersigned Board of Local Improvements of the City of De-Kalb, herewith submits an ordinance providing for the improvement of the roadways of Lincoln Highway from a line one foot northerly from and parallel with the north rail on the northerly track of the Chicago & Northwestern Railway Company at Fourth Street, to a line sixty-six feet west of and parallel with the east line of First Street, including the roadways of intersecting streets, by widening the roadways of Lincoln Highway on the north side thereof between First and second Streets and relocating and resetting the curb and electric light standards on the north side of Lincoln Highway between First and Second streets, the construction of new curved curbing at street intersection corners, removing and relocating the memorial clock, now situated at the intersection of Third Street, the installing of illuminated street intersection center markers, refacing of other existing stone curbing along the line of said improvement and paving said portion of the roadways of Lincoln Highway and the roadways of intersecting streets with brick pavement upon a concrete base and draining the same by means of drain sewer inlets, by special assessment, together with an estimate of the cost of said improvement, signed by James E. Lewis, President of said Board and W. M. Hay, Engineer of said Board as provided by law.

This Board hereby states that it has complied with all the requirements of the statutes in such case made and provided, relative to said improvement and recommends the passage of said ordinance by your Homorable Body, and the construction of said improvement as provided in said ordinance, according to the statutes in such case made and provided.

Dated January 3, 1922.

James E. Lewis
President

J. B. Lindstrom

W. P. Hiland

Chas. H. Morehead

W. W. Hyde

August Nelson

To the Board of Local Improvements of the City of De Kalb, in the County of De Kalb in the State of Illinois:

We submit herewith as directed by resolution of the Board of Local Improvements of said city of this date, an estimate of the cost of construction by special assessment of the following described local improvement in said city:

The improvement of the roadway of East Lincoln Highway, including roadways of intersecting streets, from a line one and a half feet northerly from and parallel with the north rail of the north track of the Chicago and Northwestern Railway Company at Fourth Street, to a line sixty-six feet westerly from and parallel with the easterly line of First Street, by:

Removal of existing brick pavement on said portion of said highway,removal of electric light standards and stone curbing along the north side thereof between First and Second Streets, removal of the southerly five feet of the cement sidewalk along the north side of said highway between First and Second Streets, refacing existing stone curbing along the remaining portion of said highway between First and Fourth Streets, removing the stone curbing and cement walks at intersecting curb corners outside the circumference of an eleven and a half foot radius curve tangent to the rear or sidewalk lines of the straight curbs at said intersections as the same exist or are otherwise so established, and establishing a new curb line on the north side of Lincoln Highway between First and Second Streets with the roadway face twenty-six feet northerly from and parallel with the center line of said highway, and a curved curb line at intersecting street corners of twelve foot radius curve tangent to the straight curbing at said corners, relocating existing electric light standards and stone curbing between First and Second Streets five feet northerly from their present locations on the North side of said Highway, refacing such curbing, removing and relocating memorial clock, and installing transparent illuminated intersection and street center markers, excavating and grading the roadway area between existing and so re-established curb lines on said portion of said highway to proper sub-grade,and constructing thereon a brick pavement consisting of five inch concrete base, one and a quarter inch said cushion, and surface course of three inch vetical fibre vitrified paving brick, with asphalt filler, and draining said pavement by means of drain sewer, inlets, including all labor, materials and other lawful expenses attending the same, as follows:

Cost of removing existing brick surface, said cushion, gravel base and other material to sub grade of new pavement, 6674 sq. yds. at $.30 per sq. yd.,	$2,002.20

Cost of removing and resetting 5 existing concrete light standards with cables, at $20.00 each	$100.00
Cost of moving, refacing and resetting 330 lineal feet of existing sandstone curbing at $.50 per ft.	165.00
Cost of re-facing and resetting ~~330~~ 1650 lineal feet of existing sandstone curbing, at $.20 per ft.	330.00
Cost of chiseling and cutting of concrete sidewalk, to fit with new curb lines, as proposed, 540 Lineal feet at $.30 per ft.	162.00
Cost of removing surplus earth and other material from sub-grade between existing curbing and new sidewalk lines and compacting sub-grade, 200 sq. yds. of area at $.30 per sq. yd.	60.00
Cost of 6874 sq. yds. of vitrified brick pavement of 3 inches thick with asphalt filler on 1¼ inch sand cushion on 5 inch gravel, sand and portland cement concrete base, at $3.75 per sq. yd.	25777.50
Cost of 200 lineal feet of curved sand, gravel and Portland cement concrete curbing six inches thick and ten inches deep at street intersection corners, at $.40 per lineal foot	80.00
Cost of 20 storm water inlets, including receiving chamber 30 inches in diameter, of four foot depth, and eight inch brick side walls, with cast iron Suburban Style curb and gutter inlet, at $40.00 each.	800.00
Cost of removing and relocating Memorial Clock	200.00
Cost of seven transparent electrically illuminated intersection and street center markers, with wiring and bulbs connected complete, at $100.00 each	700.00
Cost of engineering, inspection and supervision during construction	800.00
Total cost of work	$31176.70
Cost of making, levying and collecting special assessment for said improvement, and other lawful expenses attending the same, as provided by law,	1800.00
Total estimated cost of improvement	$32976.70

And we hereby certify that in our opinion the above estimate does not exceed the probable cost of said improvement, and the lawful expense attending the same.

Dated December 20th, 1921.

James E. Lewis
President of the Board of Local Improvements of the City of De Kalb, De Kalb County, Illinois.

W. M. Hay
Enginner of said Board.

AN ORDINANCE

providing for the improvement of the roadway of Lincoln Highway from and inclusive of Fourth Street to and inclusive of First Street, by special assessment.

Ordinance Imprving Lincoln Hwy. between Firs to Fourth St

BE IT ORDAINED BY THE City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois.

Section 1. A local improvement shall be made within said city of De Kalb, in the county of De Kalb in the state of Illinois, the nature, character, location and description of which shall be as follows, to-wit:

The improvement of the roadway of East Lincoln Highway, including the roadways of intersecting streets, from a line one and a half feet northerly from and parallel with the north rail of the northerly track of the Chicago & Northwestern Railway company at Fourth Street, to a line sixty-six feet westerly from and parallel with the easterly line of First Street; by:

Removal of the existing brick pavement on said portion of said highway, the removal of the electric light standards and stone curbing along the north side thereof between First and Second Streets, the removal of the southerly five feet of the cement sidewalk along the north side of said highway between First and Second Street and adding said space to the roadway of said highway, re-facing existing stone curbing on the remaining portions of said highway between First and Fourth Streets, removing the stone curbing and cement walks at intersecting curb corners outside the circumference of an eleven and a half foot radius curve tangent to the rear or sidewalk lines of the straight curbs at said intersections, as the same exist or are otherwise so established, and establishing a new curb line on the north side of Lincoln Highway between First and Second Streets, with the roadway face twenty-six feet northerly from and parallel with the center line of said highway, and a curved curb line at intersecting street corners of twelve foot radius curve tangent to the straight curbing at said corners; relocating existing electric light standards and stone curbing five feet northerly from their present location on the north side of said highway between First and Second street; and re-facing said curbing; moving and relocating Memorial Clock, and installing transparent illiminated intersection and street center markers; excavating and grading the roadway area between existing and re-established curb lines on said portion of said highway to proper subgrade, and constructing thereon a brick pavement consisting of a five-inch concrete base, one and one-quarter-inch sand cushion, and surface course three inches in thickness of vertical fibre vitrified paving brick with asphalt filler, and draining said pavement by means of drain sewer inlets.

LOCATION OF CURB LINES:- The curb lines of said improvement are hereby defined as being the lines at which the paved gutter surface abuts against the curbing. The straight curb lines between intersecting streets along Lincoln Highway except at stree t intersections, shall be parallel with the center line of the street, and at the following distances therefrom:

From First Street to Second Street, on the north side, twenty-six feet, and on the south side, from First Street to Second Street, twenty-one feet;

From Second Street to Third Street on the north side, thirty-three feet, and on the south side, from Second Stree to Third Street, twenty-one feet;

From Third Street to Fourth Street, on the north and south sides thereof, twenty-one feet;

At intersecting streets, the curb lines at street intersection corners shall form the arc of a circle of twelve foot radius, with said arc tangent to the roadway face lines of the straight curbing on Lincoln Highway as above provided, and to the roadway face lines of the existing curbing on such intersecting streets.

The arc of the curved curbing at the northwest and southwest corners at the intersection of First Street and Lincoln Highway, shall be tangent to the roadway faces of the existing straight curb lines on the west side of First Street, and on the north and south sides of Lincoln Highway, westerly from First Street;

The arc of the curved curbing at the northeast corner of the intersection at Fourth Street and Lincoln Highway shall be tangent to the roadway face line of the existing straight curb on the east side of Fourth Street, and to the roadway face line of the straight curbing on the north side of Lincoln Highway between Fourth and Fifth Streets;

The existing straight curbing on the north curb line of Lincoln Highway westerly from the point of tangency with the curved curbing at the northwest corner of the intersection of First Street and Lincoln Highway shall remain at its present location for a curb line without re-surfacing or re-facing of the curbing;

REMOVAL AND RE-LOCATION OF ELECTRIC LIGHT STANDARDS:- The concrete electric light standards on the north side of Lincoln Highway between the center lines of First and Second Streets, with the lead cable connecting the same with electric current by insulated wire located therein, shall be removed in a careful manner, and re-set and

located in the same relative positions and locations, five feet northerly from present locations. They shall be re-set in openings cut into the concrete sidewalks with two inch trench openings in the sidewalk area and below between the sides of the trench and the concrete base of the standards. After the standards are properly set to line and grade these openings and all open spaces below the base of the concrete walks shall be filled with concrete of the same materials, quantity and requirements herein specified for the concrete base of pavement. The grades of the standards shall be in the same relative positions at the new curb line herein established as the same now exist, with reference to the top of the existing curbing.

CUTTING AND RE-CONSTRUCTION OF CONCRETE SIDEWALKS:- At all places wherein the curbing as herein located requires the cutting of the concrete sidewalk, to-wit, on the north side of Lincoln Highway between First and Second Streets and at street intersection corners, the existing concrete sidewalk shall be carefully chiseled or cut off to a line two inches back of the sidewalk of said curbing, without injury to the remainder of such sidewalk, and the portion cut off removed from the work. Between the curbing and electric light standards between First and Second Streets, as herein re-located, and the edges of said sidewalks after removal of two inches thereof as above provided, shall be constructed new cement concrete sidewalk consisting of a base course and a finishing course of the same proportions and materials, mixing, placing and requirements, as elsewhere herein prescribed for the same courses for new curved concrete curbing at street intersection corners. The base course shall be three and a quarter inches thick, and the surface or finishing course three fourths of an inch thick, neatly towelled flush with and in the plane of the sidewalk surface adjoining.

REMOVAL AND RE-SETTING OF STONE CURBING:- The stone curbing between First and Second Street on the north side of Lincoln Highway, shall be carefully removed and after being re-faced, as hereinafter provided, shall be set accurately to grade and line, in the center of a trench eight inches wide and excavated to a grade two inches below the bottom of the curbing. Each section of the curbing shall be set on paving bricks taken from the old paving surface of Lincoln Highway, laid flatwise in the trench, one brick at each end of the curb; After the curb has been brought to required line and grade, concrete specified in the concrete base of the pavement herein specified shall be deposited under and around the base of the curbing so that when set the concrete will support the curb along the entire base, except where brick are located. the back filling on the sides of the curb shall be composed of gravel taken from the gravel base of old pavement on Lincoln Highway, and carefully and thoroughly tamped and filled to the new sub grade on the roadway side and to the base of the sidewalk concrete on the sidewalk side.

At the corners of intersecting streets, the existing curved curbing shall be carefully removed from the work; The trenches made by removal of all of the old curbing shall be filled with gravel taken from gravel base of existing pavement on Lincoln Highway and thoroughly tamped and filled to grade of the new subgrade.

All existing sandstone curbing utilized in the improvement herein provided for, the top of which is not covered by concrete sidewalks, and with such other exceptions as are herein mentioned, shall be re-surfaced and re-faced on the top and downward on the roadway face side to a depth of seven inches; the roadway face shall have a batter or inclination of one inch in the depth resurfaced toward the sidewalk at the top, and the top shall have a pitch or rise of one eighth of an inch toward the sidewalk in the remaining three inches of top of curbing. Curbing out of alinement shall first be brought up to produce the line and grade herein given by excavating on the roadway face side and raising vertically or moving horizontally carefully and completely filling and compacting the open spaces made by such movements with sand, so that the curbing will be permanently maintained in the required location. Excavations made in such moving shall be filled and thoroughly tamped with gravel from the old base of existing pavement to the new subgrade.

CURVED CONCRETE CURBING AT INTERSECTIONS:- At all curb corners at street intersections, curved concrete curbing shall be constructed to the curb lines and grades herein provided. The curb shall be six inches thick and ten inches deep with sections five feet long, with the roadway face and top of the curbing within a distance of two feet of the points of tangency with the stone curing on Lincoln Highway warped to meet the face of the stone curbing as relocated, resurfaced and refaced.

The roadway face of the curved curbing shall be vertical and the top level, except within the distances near the stone curbing above mentioned, where it shall be warped as above provided.

Said curb shall be constructed in the following manner: trenches shall be excavated ten inches in width, the bottom of which shall be thoroughly compacted to a firm and even surface fourteen inches below the upper or top surface of the curb; a bed of gravel taken from the base of existing old pavement shall then be placed in the trench-

es and thoroughly compacted to an even surface after being flooded with water so as to be of the depth of four inches.

Forms for the curbing curved and dimensioned to produce the shape and size of curbing when completed as herein provided, shall be placed upon the gravel base so prepared and well moistened before the concrete is placed. They shall be fixed securely in position to line and grade by stakes and clamps with ends closely joining.

The concrete for the first, or base course, shall consist of one part of best Portland cement, two and one half parts of clean sharp torpedo sand and four parts of clean washed gravel, small enough in any diameter to pass through a ring of one and one fourth inches internal diameter, and be retained on a screen having one quarter inch circular openings. The sand shall all pass a sieve having one fourth inch circular openings and be retained on a No. 50 screen and be uniformly graded between said limits. The gravel and sand shall be free from soft friable material, vegetable or animal or organic matter. Ingredients for the concrete shall be separately measured and thoroughly mixed and sufficient clean water then added and mixed with the mass to produce a concrete of uniform consistency that will flush readily under light tamping, but may be handled without causing a separation of the gravel from the mortar. This mixture shall be immediately placed in the forms and sufficiently tamped, and no concrete partially hardened shall be used. This course shall be of sufficient depth and thickness so that with the addition of the finishing coat, the curb will be of the dimensions above specified.

The finishing coat or course shall be composed of one part of best Portland cement and two parts clean sharp sand as above specified for the base, thoroughly mixed dry and then sufficient water added to produce a mixture of uniform consistency which will adhere to the base course in a vertical or horizontal position and thoroughly bond with the same. This course shall be evenly spread to the thickness of one half inch on the top surface and to a depth on the roadway face that will cover all exposed surfaces to the depth of one half inch in such a manner as to ensure a smooth even surface after being trowelled and finished with a brush, with the upper roadway edge rounded to a true arc of a circle with a radius of three fourths of an inch. When the concrete curb has sufficiently hardened, all forms shall be removed, and the open space on either side solidly filled with gravel from the gravel base of the old pavement to the concrete sidewalk base on the walk side, and to the pavement subgrade on the roadway side.

A straight curbing, but otherwise constructed as above provided for curved curb at intersection corners, shall be laid and built with the outer line or edge parallel with and eighteen inches northerly from the north rail of the north main track of the Chicago & Northwestern Railway Company, from an intersection with the east line of Fourth Street westerly to an intersection with the south curb line of Lincoln Highway, but re-inforced, however, horizontally along its length with two wrought iron rods one half inch in diameter, each set in the concrete three inches above the base and two inches in the concrete from the side of the curbing. Immediately above these locations shall be placed perpendicularly to the curbing one half inch wrought iron rods one half inch in diameter three feet long and bent at each end at an angle of ninety degrees for a distance of four inches back from each end; one end shall be set to project five inches in the concrete curbing and the other end to protect horizontally into the concrete base of the pavement provided for herein; these rods shall be placed four feet apart along the length of the straight curbing mentioned. The top surface of this curbing shall be flush with the finished surface of the pavement herein provided at the grade herein specified.

GRADES:- The top of the sidewalk edge of the curbing when completed as in this ordinance provided, shall be at and coincide with the following elevations above city datum as established by ordinance of said city, which is a plane one hundred feet below the upper surface of the stone doorstep at the entrance at the northeast corner of the city hall in said city:

At the north curb line on the north side of Lincoln Highway, at the west line of First Street, 94.9 feet;

At the west curb line of First Street on the north line of Lincoln Highway, 94.75 feet;

At the center of the curved curbing between the two last described locations, 95.0 feet;

At the east curb line of First Street on the north line of Lincoln Highway, 94.9 feet;

At the north curb line of Lincoln Highway on the east line of First Street, 95.3 feet;

At the center of the curved curbing between the two last described locations, 95.2 feet;

At the north curb line of Lincoln Highway on the west side of Second Street, 97.0 feet;

At the north street line of Lincoln Highway on the west curb line of Second Street, 96.8 feet;

At the north line of Lincoln Highway on the east curb line of Second Street, 96.8 feet;

At the north curb line of Lincoln Highway on the east line of Second Street, 96.9 feet;

At the north curb line of Lincoln Highway on the west line of Third Street, 96.6 feet;

At the north line of Lincoln Highway on the west curb line of Third Street, 96.0 feet;

At the north line of Lincoln Highway on the east curb line of Third Street, 95.8 feet;

At the north curb line of Lincoln Highway on the east curb line of Third Street, 96.3 feet;

At the center of the curved curbing between the center of the two last described locations, 96.2 feet;

At the north curb line of Lincoln Highway 165 feet east of the east line of Third Street, 96.3 feet;

At the north line of Lincoln Highway, 198 feet east of the east line of Third Street, 97.1 feet;

At the north curb line of Lincoln Highway 264 feet east of the east line of Third Street, 98.1 feet;

At the north curb line of Lincoln Highway on the west line of Fourth Street, 99.3 feet;

On the north line of Lincoln Highway at the west curb line of Fourth Street, 99.33 feet;

At the center of the curved curbing between the last two described locations, 99.35 feet;

At the north line of Lincoln Highway at the east curb line of Fourth Street, 99.53 feet;

At the north curb line of Lincoln Highway on the east line of Fourth Street, 99.68 feet;

At the center of the curved curbing between the two last above described locations, 99.6 feet;

At the south curb line of Lincoln Highway on the west line of First Street, 94.5 feet;

At the south line of Lincoln Highway on the west curb line of First Street, 94.83 feet;

At the center of the curved curbing between the two last described locations, 94.7 feet;

At the south curb line of Lincoln Highway on the east line of First Street, 95.5 feet;

At the south line of Lincoln Highway at the east curb line of First Street, 95.43 feet;

At the south curb line of Lincoln Highway at the west line of Second Street, 97.0 feet;

At the south line of Lincoln Highway at the west curb line of Second Street, 97.2 feet;

At the south curb line of Lincoln Highway at the east line of Second Street, 97.0 feet;

At the south line of Lincoln Highway at the east curb line of Second Street, 97.14 feet;

At the south curb line of Lincoln Highway at the west line of Third Street, 96.75 feet;

At the south line of Lincoln Highway at the west curb line of Third Street, 97.0 feet;

At the south curb line of Lincoln Highway at the east line of Third Street, 96.55 feet;

At the south line of Lincoln Highway at the east curb line of Third Street, 96.6 feet;

On the south curb line of Lincoln Highway 165 feet east of the east line of Third Street, 96.3 feet;

On the south curb line of Lincoln Highway 198 feet east of the east line of Third Street, 97.1 feet;

On the south curb line of Lincoln Highway 264 feet east of the east line of Fourth Street, 98.15 feet;

On the south curb line of Lincoln Highway 328 feet east of the east line of Third Street, at the end of existing curbing at the Chicago & Northwestern Railway Co. crossing, 99.7 feet;

On the east line of Fourth Street at a point 18 inches north, measured at right angels, north of the north rail of the north track, 100.1 feet;

The upper surface of the curbing shall slope uniformly from one elevation to the next, in each block, along the line of said improvement, as such elevations are herein above fixed and provided;

The grade of the finished pavement in this ordinance provided for shall coincide along a line thirty-three feet northerly from and parallel with the south line of Lincoln Highway and the same produced easterly and westerly, between the initial and terminal points of said improvement, with a plane connecting the upper surfaces of the curbing at the elevations herein provided at opposite points along the entire course of said improvement, and in such planes extended to their intersections at intersecting streets.

A cross section of the finished surface of the pavement shall form the convex arc of a circle, from opposite points six inches below the upper surface of the curbing and passing through said line thirty-three feet north of and parallel with the south line of Lincoln Highway, at all points and places between the initital and terminal points of said improvement, excepting at street intersections and points along gutter lines where storm water inlets are located between Second and Fourth Streets. At such points the gutter surface of the pavement shall be lowered to a grade eight inches below the top of the curb, and the gutter grade uniformly raised along the curb line to a grade five inches below the top of the curb midway between said inlets, or at street lines of intersecting streets next adjacent thereto. At all of these locations the finished surface cross section shall be made to produce the arc of a circle as above provided, except that the arc shall intersect the curb line at the locations designated below the top of the curb. At intersecting streets, the grade of the finished surface of the pavement shall at curb lines be uniformly raised in a horizontal distance of eight inches from intersecting street lines and the side lines of Lincoln Highway toward the center line of intersecting streets and Lincoln Highway respectively to an elevation one inch below the top of the curbing, and shall extend from thence along the curb to the center of the curved curbing at the curb corners in a uniform grade line to an elevation one half inch below the top of the curbing. The surface of the pavement three feet distant from and parallel with the curved curbing shall be uniformly one and one half inches below the grade of the pavement at the curb, and from thence the surface shall slope uniformly toward the center lines of Lincoln Highway and of intersecting streets at the grades herein specified.

The center line grades on intersecting streets within the area of Lincoln Highway shall be produced from the existing pavement surface at the side lines of Lincoln Highway at street intersections, in direct lines to the elevations herein established for Lincoln Highway at street intersections.

STORM WATER INLETS:- Twenty storm water inlets, constructed as hereinafter provided, shall be located, one at each of the following named points on the course of said improvement;

One on the north curb line and one on the south curb line of Lincoln Highway, five feet east of the east line of First Street;

One on the north curb line and one on the south curb line, five feet west of the west line of Second Street;

One on the north curb line and one on the south curb line, five feet east of the east line of Second Street;

One on the north curb line and one on the south curb line, 155 feet east of the east line of Second Street;

One on the north curb line and one on the south curb line, 25 feet west of the west line of Third Street;

One on the North curb line and one on the south curb line, 5 feet east of the east line of Third Street;

One on the north curb line and one on the south curb line, 165 feet east of the east line of Third Street;

One on the east curb line and one on the west curb line of First, Second and Third Streets, respectively, where intersected by the south line of Lincoln Highway;

Said drain sewer inlets shall be circular in form, of thirty inches internal diameter, composed of a six-inch conrete base, walls of two course hard sewer brick masonry eight inches in thickness, and fitted with Suburban style cast iron curb and gutter inlet, weighing not less than two hundred five pounds, and covered with a grated iron cover weighing not less than ninety-five pounds, the cover to be flush with the gutter and the curb side and the top to be flush with the concrete curb and the surface of the concrete bottom of the inlet to be four feet below the upper surface of the gutter.

The bottom shall be constructed of concrete composed of one part of best Portland cement, two and one half parts of clean sharp sand and four parts of clean washed gravel, to be mixed and placed in position in the same manner as in this ordinance provided for the foundation course for combined curb and gutter.

The walls shall be laid with two rings of brick, giving a thickness of eight inches to the wall, in cement mortar composed of one part best Portland cement and two parts clean, sharp sand. The tops shall be drawn in with six header courses, and fitted with the manhole curb above provided.

The manhole curb herein provided for said inlets shall be fitted into the existing gutters at the points designated, in a a workmanlike manner, with the upper surface of the inlet flush with the upper surface of the gutter flags.

An eight inch sewer pipe shall be placed two feet above the bottom of each inlet, and connected on as direct a course as poss ible with sewer pipe of the same size, with the nearest storm water drain to such inlets respectively.

REMOVAL AND RESETTING OF MEMORIAL CLOCK:- The Memorial Clock at the intersection of Third Street and Lincoln Highway shall be carefully removed from its present location, and carefully re-set by a clock smith, on a concrete base with its center point 165 feet east of the east line of Second Street on Lincoln Highway, and midway between the roadway faces of the curbing nn the North and South side of Lincoln Highway.

The concrete base shall extend vertically below the finished surface of the pavment eighteen inches, and project twelve inches above the upper surface of the pavement. The shape of the base shall be elliptical, with the edge along the long curve forming the arc of a circle of eleven feet radius, and along the short curve forming the arc of a circle of one foot radius at the ends. The width at the street surface and below shall be six feet on the short diameter and the length fourteen feet on the long diameter, which shall be parallel with the street lines of Lincoln Highway, and the Clock set at the center point of the two diameters.

That portion of the concrete base projecting above the upper surface of the pavement shall be rounded from a vertical to a hor-

izontal surface on the arc of a circle of one foot radius, beginning at the surface of the pavement.

The concrete base shall be composed of Portland cement, sand and gravel of the same proportions and requirements as herein specified for the base course for the concrete curbing; all exposed surfaces shall be coated with one half inch facing, course in all respects the same as the facing course for conrete curbing provided for.

The base shall be connected by cable and insulated wire and the clock carefully set thereon and securely fastened thereto, in all respects in the same manner as the installation at its present location. At points on the long diameter of the base, two feet from the extreme ends thereof, shall be located and provided by means of auxilliary cable and insulated wire set in the concrete and properly connected and of the same size as the main cable and wire, connections for lighting posts. The cable and wires shall project through the top surface of the base at these points and four iron bolts, each one half inch in diameter and eight inches long, shall be set vertically in the concrete base, each four inches distant from the points above described on the circumference of a horizontal circle equally distant from each other. The threaded ends of the bolts shall project two inches above the surface of the base and be provided with standard nuts to fit such threaded ends. The head ends of the bolts set in the concrete shall be square.

ILLUMINATED INTERSECTION MARKERS:- Illuminated intersection markers shall be set in the surface of the pavment with their center points located as follows:

One at each of the centers of the intersections of First, Second and Third Streets with Lincoln Highway;

One, twelve feet east of the west line of Fourth Street on the center line of Lincoln Highway;

One, twelve feet west of the east line of Fourth Street on the center line of Lincoln Highway;

One, twelve feet south of the north line of Lincoln Highway on the center line of Fourth Street;

These intersection markers shall consist of a top and bottom section of cast iron fashioned in the form of a bowl with flanges, the outer diameter of the flanges shall be 24 inches and the inner diameter 12 inches; the bottom section shall be hemispherical on the inside with six inch radius of curvature; the outside shall be indented to hold fast in the concrete and suitable opening made in the bottom to allow for electrical connections and drainage; the top section shall be six inches high, with four glass openings or windows, 10x2½ inches around the sides to allow the light from within to pass through; at the flange the inside diameter of the bowl shall be 16 inches and at the top 14 inches, with the outer cast iron surface rounded at all edges; the recesses for the glass shall be of sufficient depth to completely protect the glass from breakage from traffic and the glass shall be of the standard thickness used in similar devices, red in color and of distinct visibility when illuminated from within. The top surface shall be neatly indented in design to prevent a smooth and slippery surface where exposed in the street; the total weight of the castings with glass in place shall be two hundred pounds, and the thickness of the flanges and shells shall be not less than three fourths of an inch, suitably reinforced at points of severe strain. The two sections shall be bolted together through the rims with four five-eighths inch bolts equally distant apart. The bottom section shall be set in concrete, of the same quality and requirement as herein specified for base of the pavement, with four inches of concrete between the casting and the subgrade thereof. The top surface of the bottom flange shall be at the finished surface of the pavement when completed as herein specified.

ELECTRICAL CONNECTIONS:- Two insulated wires in a cable shall be properly connected from the center of the bottom casting of the markers and from the center of the clock base in a direct line to a No. 8 copper twin wire 600 volt steel taped cable laid in the concrete base of the pavement in a channnel large enough to snugly receive the same and the top to be flush with the surface of the concrete base. All space around the cable, to the top of the concrete base, shall be filled with hot asphalt filler of like consistency and temperature when applied as the asphalt

filler for the brick hereinafter described. The cable shall be laid from the center of the curved curbing at the northwest corner of First Street and Lincoln Highway in a direct line to the illuminated marker at Second Street; then directly to the clock site; then directly to the illuminated marker at Third Street; then directly to the illuminated marker on the west side of Fourth Street; then directly to the illuminated marker on the north side of Lincoln Highway at Fourth Street; then directly to the illuminated marker on the east side of Fourth Street; then easterly parallel with the rails of the Chicago & Northwestern Railway to the east line of Fourth Street. A feed cable of like size shall be connected to the main cable at Third Street and be carried southerly to the Street line in a channel as above described. All connections made under the pavement surface shall have an open space around the connections of two inches and when connections are properly made, this open space shall be filled with the asphalt filler as above described.

All such markers shall be provided with all necessary connections and lamps, and connected, ready for the illumination and use of the same when so installed.

EXCAVATION AND SUB GRADE:- All material of every kind between the initial and terminal points of the improvement, between the curb lines of Lincoln Highway herein provided, and the north and south lines thereof at the intersections of First, Second Third, and Fourth Streets, shall be removed to the depth necessary for the preparation of the sub grade for the pavement in this ordinance provided for and as in this ordinance provided. Such material shall be removed and deposited where directed by the City of De Kalb through its proper officials, limited to a round trip average haul, of not exceeding 4000 feet. Sufficient of the clean sand and gravel in such material shall be kept and preserved on the work for uses thereof herein mentioned.

After the removal of the gravel base, all portions of the subgrade thus exposed which are above the finished surface of the subgrade as in this ordinance provided, shall be loosened with picks and shovels and left at a grade which upon thorough compacting with the road roller hereinafter mentioned will be at the required shape and grade of the finished subgrade.

The surface of the subgrade shall be brought to subgrade nine and one fourth inches below and parallel with the finished surface of the pavement, by thorough rolling with a roller weighing not less than four hundred pounds per lineal inch of roller, and all depressions appearing during rolling shall be refilled with gravel from the gravel base of the old pavement, and rolling continued until the entire subgrade shall be brought to an even and compact surface of uniform bearing power by rolling and tamping in all places inaccessible to the roller.

CONCRETE BASE:- Upon the subgrade thus prepared Portland cement concrete shall be laid to a thickness of five inches, the upper surface of which shall be four and one fourth inches below and parallel with the cross section and surface of the finished surface of the pavement.

Such concrete shall be mixed in the proportions of one sack of Portland cement, three cubic feet of sand and six cubic feet of gravel. The requirements of cement, sand and gravel and the manner of mixing shall be the same as that provided for the base course of the concrete curbing in this ordinance provided. The concrete shall be promptly deposited in place after being mixed, to the full thickness required, thoroughly consolidated and surfaced from edge to edge of the pavement, and immediately struck off with a templet in such a manner as to secure the true surface required and to flush mortar to the top. The concrete shall extend close up to all manholes, catch basins and other necessary openings in the street, and be finished about the same neatly. All cast iron surface openings for sub surface improvements shall be brought to the required grade in a workmanlike manner before the concrete is placed.

SAND CUSHION:- Upon the concrete base shall be spread a one and one fourth inch layer of sand, of uniform gradation from dust to one fourth inch in size, screened from the old gravel base of existing pavement but shall not contain an amount of dust, silt or loam in excess of 15% of total volume. It shall be carefully deposited on the concrete foundation within twenty-four hours after the concrete has been placed, and saturated or moistened thoroughly twice daily for one week.

When the concrete has sufficiently hardened the sand shall be shaped with scrapers and templets to a true and uniform surface parallel with and three inches below the finished surface of the pavement.

BRICK PAVEMENT:- Upon the sand cushion thus prepared shall be immediately laid in successive courses, with the better face upward, and on edge, No. one vertical fibre vitrified hard burned paving brick, equal in all respects to the best paving brick manufactured and obtainable in the vicinity of andin Galesburg, Illinois.

They shall be thoroughly annealed, tough and durable, regular in size and evenly burned; when broken they shall show a dense stone like body, free from lime, large air pockets, marked laminations or cracks.

The brick shall be three inches in vertical dimension by four inches in width and eight and a half inches in length. All brick when laid shall be clean and kept clean until covered and filled with asphalt filler. Alternate courses shall be commenced with half brick and joints shall be broken at least three inches. Each course shall be laid true and even, perpendicular to the curb line of Lincoln Highway. At street intersections the courses on the wings of abutting streets shall be laid perpendicular to the curb lines of said streets.

Immediately after laying, the brick surface shall be swept and inspected and all defective brick replaced with sound brick. The surface shall then be thoroughly rolled with a self propelling tandem roller weighing not less than one hundred twenty pounds nor more than one hundred fifty pounds per lineal inch of roller, and all places inaccessible to the roller shall be thoroughly tamped. When the rolling and tamping are completed the surface of the roadway shall conform to the grade and cross section herein provided.

ASPHALT FILLER:- Immediately before filling the joints of the brick with asphalt filler the surface of the brick shall be swept clean, and a surface dressing applied of asphalt filler which shall meet the following requirements:

It shall be water proof, adhere strongly to the brick both in the joints and on the surface and shall remain ductile and pliable at all climate temperatures to which it may be subjected. It shall not run in the joints during the hottest summer weather, nor become brittle and hard in the coldest weather. It shall be homogeneous, free from water and shall not form or flash when heated below 392 degrees F. Its melting point shall be not less than 149 degrees F.

Penetration at 32 degrees F. with weight of 200 Gramms for 1 minute shall be not less than 10; at 77 degrees F. with a weight of 100 Gramms for 5 seconds, 30 to 50; and at 115 degrees F. with a weight of 50 Gramms, for 5 seconds, not more than 110.

Loss on evaporation at 325 degrees F. for 5 hours shall be less than one per cent;

Bitumen residue after evaporation when tested at 77 degrees F. shall show a reduction in penetration of not more than 50% of the penetration results obtained at 77 degrees F. before heating.

Total bitumen soluble in carbon disulphide or carbon tetrachloride shall be not less than 99%.

The filler shall be heated to a temperature not exceeding its flash point. It shall be applied to the pavement at a temperature of not less than 300 degrees F. and shall be worked into the joints by means of hot iron sqeeges operated slowly backward and forward at an angle with the joints and every precaution taken to completely fill the joints with the filler. The brick shall be clean and thoroughly dry when filled. Sqeegeeing shall continue until all joints are full and a thin coating of asphalt remains upon the surface of the brick. All settlement in the joints after the asphalt has cooled shall be corrected by adding filler before placing the top dressing. A top dressing of clean, coarse dry sand of such size that all will pass a No. 4 sieve shall be spread upon the surface of the pavement after which the pavement shall be rolled with the roller herein specified for the brick surface until the sand is thoroughly bedded in the asphalt coating.

Section 2. The recommendation of the Board of Local Improvements of said city for the passage of this ordinance and the construction of said improvement, together with the estimate of cost thereof over the signatures of James E. Leiws, President, and W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

Section 3. The expense of connecting the drain sewer inlets with existing storm drains, and of adjusting existing drain inlets to the finished surface of said pavement, as in this ordinance provided, shall be paid by general taxation.

Section 4. The remainder of said improvement shall be made and the cost thereof, including the sum of Eighteen Hundred Dollars, ($1800.00), being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefitted.thereby, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory or supplemental thereto, and said sum of Eighteen Hundred Dollars ($1800.00), shall be applied toward the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said act and all amendments thereof.

Section 5. The City Attorney of said city is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof.

Section6. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held January 3rd, 1922 and approved by me,this 4th day of January A. D. 1922.

James Ferris
Mayor.

Attest,
G R Blackman
City Clerk.

AN ORDINANCE

providing for the division into installments of the special assessment to be levied for the improvement of the roadways of the I. L. Ellwood Addition and a part of Locust Street by special assessment.

Ordinance Providing For Division of Special Asessment - of the I. L. Ellwood Addit

Be It Ordained by the City Council of the City of De Kalb, in the county of De Kalb, in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property and also each individual assessment, also the amount, if any, to be assessed against the City of De Kalb as public benefits under proceedings now pending in the City Court of De Kalb in said County, for a special assessment for the improvement of the roadways of the I. L. Ellwood Addition and a part of Locust Street, by special assessment, pursuant to the provisions of an ordinance of said City entitled "An Ordinance providing for the improvement of the roadways of the I. L. Ellwood Addition and a part of Locust Street by special Assessment " passed by the City Council of said City on the 3rd day of January, 1922 and approved by the Mayor of said City on the 4th day of January, 1922, shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements, approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said city, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held February 7th, 1922, and approved by me, this 8th day of February A. D. 1922.

James E Lewis
Mayor.

Attest:

G R Blackman
City Clerk.

AN ORDINANCE

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ssessment -
incoln Hwy.
irst to Fourth St.

providing for the division into installments of the special assessment to be levied for the improvement of the roadway of Lincoln Highway from First Street to Fourth Street inclusive.

Be It Ordained by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property and also each individual assessment and amount, if any, to be assessed against the City of De Kalb as public benefits under proceedings now pending in the City Court of De Kalb in said County for a special assessment for the improvement of the roadway of Lincoln Highway from First Street to Fourth Street inclusive, in said City, by paving and otherwise improving the same, pursuant to the provisions of an ordinance of said City entitled " An Ordinance providing for the improvement of the roadway of Lincoln Highway from and inclusive of Fourth Street to and inclusive of First Street by special assessment" passed by the City Council of said City on the 3rd day of January, 1922 and approved by the Mayor of said City on the 4th day of January, 1922 shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereo, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said City, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordiance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held February 7th, 1922, and approved by me, this 8th day of February, A. D. 1922.

James E. Lewis
Mayor.

Attest:

G. R. Blackman
City Clerk.

AN ORDINANCE

providing for the annual city election of April 1922 amd for the annual city primary of March 1922, in and for the City of De Kalb, Illinois.

BE IT ORDAINED by the City Council of the City of De Kalb in the county of De Kalb and State of Illinois:

Section 1. At the annual city election to be held in and for said city on the Third Tuesday of April, being the 18th day of April A. D. 1922, there shall be elected one alderman from each of the five wards of said city, and at the primary election to be held on the second Tuesday of March, being the 14th day of March A. D. 1922, there shall be nominated candidates for aldermen for each of said five wards for the term of two years beginning May 1st, 1922.

Section 2. The following named persons are hereby appointed judges and clerks of said elections:

FIRST WARD

JUDGES	CLERKS
F. N. Newcomb	W. Martin
H. Morell	John Taylor
M. Duffey	E. Carter

Polling place Garage, 162 W. Lincoln Hwy.

SECOND WARD

J. G. Lundberg	C. Kirchner
John Minnehan	Clara Hubbard
Anna Moore	M. G. Hyde

Polling place Rest Room in N. Third St.

THIRD WARD

P. Vannordstrand	V. Stremm
F. Bruggerman	Mrs. A. Larson
FredaElison	Mrs. T. Larson

Polling place Finnish Hall in State St.

FOURTH WARD

Geo. Bristow	A. Heath
C. Springer	Mrs. Darrah
Fred Larson	Mrs. A. Jones

Polling place Bristow's Garage in South Seventh St.

FIFTH WARD

J. H. Jarboe	Will Baldwin
John Blair	S. D. Arnold
M. Hanrahan	N. Pooler

Polling place, City Hall in South Second St.

And the City Clerk of said City is hereby directed to give notice of said elections, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting held February 7th A. D. 1922, and approved by me this 8th day of February, A. D. 1922.

James E. Lewis
Mayor.

Attest:

J. M. Blackman
City Clerk.

rdinance
Board Local
mprovement for
ear ending April
0, 1923.

AN ORDINANCE

providing for a Board of Local Improvements for the year ending Aptil 30th 1923.

BE IT ORDAINED BY the City Council of the City of De Kalb, in the County of De Kalb, State of Illinois:

Section 1. That Alderman Hiland, Hyde, Hallaron, Lindstrom, and Morehead, be and they are hereby appointed and designated to act with the Mayor of the City of De Kalb, as its Board of Local Improvements, for the municipal year of said City ending April 30th, 1923.

Passed by the City Council of said City at an adjourned regular meeting held May 5th, 1922, and approved by me this 10th day of May A D 1922.

James E Lewis
Mayor.

Attest:

J R Blackman
City Clerk.

To the Honorable Mayor and City Council of the City of De Kalb,

in the County of De Kalb in the State of Illinois:

Ordinance Improvement of--
Lewis Street
Shipman Place
Tenth Street
Twelfth Street
Fourteenth St.
by Special Assts.

The undersigned Board of Local Improvements of the City of De Kalb, herewith submits an ordinance providing for the improvement of the roadways of Lewis Street from Seventh Street to Fourteenth Street; Tenth Street from Pleasant Street to Davy Street; Twelfth Street from Pleasant Street to Lewis Street; Fourteenth Street from Pleasant Street to Clark Street or north city limits; and Shipman Place from Seventh Street to Tenth Street; including roadways of existing intersecting or abutting streets between the north and south, and the east and west lines of said streets, respectively, by grading the same, adjusting existing sanitary sewer and drain sewer man holes to new grade, construction of additional storm water inlets and gutter inlets, and connecting the same with existing drain sewers by 8-inch vitrified sewer tile pipe; draining of sub-grade by means of 4-inch concrete drain tile, connected with storm water drains by 6-inch vitrified sewer tile pipe; laying and installing house sewer and water connections to lot line, in front of all premises abutting upon said streets and places or parts thereof above named, which are not now supplied therewith; and paving said roadways with steel reinforced sand, gravel and Portland Cement concrete pavement seven inches in thickness and twenty-four feet in width, with side wings at intersecting and abutting streets and places of the width of twenty-four feet, with bitumen fibre matrix joint filler, and curbing the same with sand, gravel and Portland Cement concrete curbing seven inches thick and eighteen inches deep, upon a sixteen inch gravel base, underdrained with four-inch concrete drain tile connected with storm water sewers by sixteen inch vitrified sewer tile pipe, by special assessment, together with an estimate of the cost of said improvement, signed by James E. Lewis, President of said Board and W. M. Hay, Engineer of said Board, as provided by law.

This Board hereby states that it has complied with all the provisions of the statutes in such case made and provided , relative to said improvement and recommends the passage of said ordinance by your Honorable Body, and the construction of said improvement as provided in said ordinance, accoring to the statutes in such case made and provided.

Dated May 11th 1922.

James E. Lewis
President

W. P. Hiland

W. W. Hyde.

Geo. C. Hallaron

J. B. Lindstrom

Chas. F. Morehead

To the Board of Local Improvements,
of the City of De Kalb, in De Kalb County, Illinois:

The undersigned, President and Engineer of the Board of Local Improvements of said city, do hereby, in accordance with a resolution of the Board of Local Improvements of said city, of the date of April 20th, A. D. 1922, submit herewith their estimate of the cost by construction of the following described improvement, by special assessment, within said city, to-wit:

The improvement of the roadways of Lewis Street from Seventh Street to Fourteenth Street; Tenth Street from Pleasant Street to Davy Street; Twelfth Street from Pleasant Street to Lewis Street; Fourteenth Street from Pleasant Street to Clark Street or north city limits, and Shipman Place from Seventh Street to Tenth Street, including roadways of existing intersecting or abutting streets between the north and south, and the east and west lines of said streets, respectively, as follows:

By grading the same, adjusting existing sanitary sewer and drain sewer man holes to new grade, construction of additional storm water inlets and gutter inlets, and connecting the same with existing drain sewers by 8 inch vitrified sewer tile pipe; draining of sub grade by means of 4 inch concrete drain tile, connected with storm water drains by 6 inch vitrified sewer tile pipe; laying and installing house sewer and water connections to lot line in front of all premises abutting upon said streets and places or parts thereof above named, which are not now supplied therewith; and by paving said roadways with steel reinforced sand, gravel and Portland cement concrete pavement seven inches in thickness and twenty-four feet in width, with side wings at intersecting and abutting streets and places of the width of twenty-four feet with bitumen fibre matrix joint filler, and curbing the same with sand, gravel and Portland cement concrete curbing seven inches thick and eighteen inches deep, upon a sixteen inch gravel base, underdrained with four inch concrete drain tile connected with storm water sewers by six inch vitrified sewer tile pipe:

	Portland
16,544 Sq. Yds. sand, gravel and cement concrete pavement, 7 inches thick, including protection and curing of finished pavement and removal of protective material, and exclusive of reinforcing and bitumen fibre joints, at $2.35 per sq. yd.,	$38,878.40
60,000 lbs. steel wire mesh fabric for reinforcement of concrete pavement, at 3½ cts. per lb.,	2,100.00
4,000 lineal feet of transverse fibre matrix and bitumen 8 inches wide and ½ in. thick in expansion joints, at 15 cts. per lineal foot,	600.00
264 lineal feet of soft protective steel plates 3/16 by 2½ inches at exposed edges of concrete pavement, at 15 cts. per lineal foot,	39.60
11,850 lineal feet of sand, gravel Portland cement concrete curbing 18 inches high and 7 inches thick at $.60 per lineal foot,	7,110.00
3,300 cu. yds. of earth excavation above sub grade, at $.90 per cu. yd.,	2,970.00
12,600 lineal feet of 4 inch concrete tile drains laid 16 inches below bottom of curbing, with back filling of gravel, at $.20 per lineal foot (including gravel to bottom of curbing,)	2,520.00
42 storm water inlets with 30 inch circular concrete catch basins with 6 inch wall and base, 4 ft. deep, and cast iron curb and gutter inlets at $25.00 each,	1,050.00
33 cast iron gutter inlets at curved curb corners, and other point adjoining sidewalk crossings, at $15.00 each,	495.00
Adjustment to grade of 18 sewer manholes at $5.00 each,	90.00
300 lineal feet of 8 inch vitrified tile pipe sewer to connect inlets to sewers at $1.00 per foot,	300.00
200 lineal feet of 6 inch vitrified tile pipe sewer to connect gutter inlets and drain tile to drains, at $.60 per lineal foot,	120.00
76 house sewer connections of 6 inch vitrified tile pipe sewer with cemented joints and clay stoppers at ends, at $18.70 each,	1,421.20
45 water service connections of 5/8 in. lead service pipe, laid 5 ft. deep, including corporation cock, cutt off box and curb cock for each, at $21.80 each,	981.00
Engineering, inspection and supervision of work during construction,	1,500.00
Total cost of work,	$60,175 . 20
Cost of making, levying and collecting special assessment for said improvement and other lawful expense attending the same, as provided by law,	3,600. 00
Total estimated cost of improvement,	63,775. 20

The above estimate includes all work, materials and labot of every kind necessary for construction of said improvement in accordance with said resolution, complete, and we hereby certify that the same does not, in our opinion, exceed the probable cost of said improvement and the lawful expenses attending the same.

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Dated April 20, 1922.

James E. Lewis
President and

W. M. Hay
Engineer of the
Board of Local Improvements.

AN ORDINANCE

providing for the improvement of the roadways of Lewis Street, Shipman Place, Tenth, Twelfth and Fourteenth Streets, by special assessment.

BE IT ORDAINED BY THE CITY COUNCIL of the City of De Kalb, in the County of De Kalb in the State of Illinois.

Section 1. A local improvement shall be made within said City of De Kalb, in the County of De Kalb in the State of Illinois, the nature, character, location and description of which shall be as follows, to-wit:

The improvement of the roadways of Lewis Street from Seventh Street to Fourteenth Street; Tenth Street from Pleasant Street to Davy Street; Twelfth Street from Pleasant Street to Lewis Street; Fourteenth Street from Pleasant Street to Clark Street or north city limits, and Shipman Place from Seventh Street to Tenth Street, including roadways of existing intersecting or abutting streets between the north and south, and the east and west lines of said streets, respectively, as follows:

By grading the same, adjusting existing sanitary sewer and drain sewer man holes to new grade, construction of additional storm water inlets and gutter inlets, and connecting the same with existing drain sewers by 8-inch vitrified sewer tile pipe draining of sub grade by means of 4-inch concrete drain tile, connected with storm water drains by 6-inch vitrified sewer tile pipe; laying and installing house sewer and water connections, to lot line, in front of all premises abutting upon said streets and places or parts thereof above named, which are not now supplied therewith; and by paving said roadways with steel reinforced sand, gravel and Portland cement concrete pavement seven inches in thickness and twenty-four feet in width, with side wings at intersecting and abutting streets and places of the width of twenty-four feet, with bitumen fibre matrix joint filler, and curbing the same with sand, gravel and Portland cement concrete curbing seven inches thick and eighteen inches deep, upon a sixteen-inch gravel base, underdrained with four-inch concrete drain tile connected with storm water sewers by six-inch vitrified sewer tile pipe.

CURBING:

The curb lines of said improvement are hereby defined as being the lines at which the paved gutter surface abuts against the curbing; the straight curb lines on each side of the streets and places to be improved and intersecting streets within the area of the improvement, except along the curved curbing at street intersections, shall be parallel to and twelve feet distant from the center lines of the respective streets and places to be so improved.

At street intersections, curved curbing shall be located at the intersecting curb corners of twelve foot curb line radius, and tangent to the straight curbing at points twelve feet distant from the points of intersection of the straight curb lined produced at the respective intersecting curb corners;

At alley intersections the curb line radius of curb corners shall be six feet, and the straight curbing laid on each side from the end of the curved curbing with the back side of the curb in line with the alley lines produced and continued back to the street line.

GRADE:

The elevations and grades of the center line of the finished pavement and top of the finished curb shall conform to and be identical with the elevations and grades hereinafter stated. The crown of the pavement surface, transversely across its width, shall conform to the arc of a vertical circle convex upowards, meeting the curb five inches below the top surface thereof and passing through center line elevations herein stated, except at sidewalk crossings at intersecting streets. At all sidewalk crossings the crown of the pavement surface shall continue from the center line of the street on the convex arc of a circle as above described, to points 4 feet distant from and parallel to the curb lines. From such points the surface of the pavement within the area of abutting sidewalk lines shall rise uniformly to the elevation of the top of the curbing at the abutting sidewalks. From the outer sidewalk lines at street intersections, the surface within a dustance of four feet of the curbing shall be gradually returned to the regular crowned surface at points five feet distant therefrom. From the inner sidewalk lines at street intersections the surface

shall be gradually lowered along the straight and curved curbing so that at the center of the curved curbing the pavement surface shall be two inches below the top of the curb and shall slope from thence toward the center of the street intersection directly to a point four feet distant from the curbing where the surface shall meet the regular crowned pavement surface as above provided.

The grade of the finished pavement and curbing shall ascend or descend, as the case may be in straight lines between points of elevation herein given.

The city datum plane governing these elevations is a corresponding horizontal plane passing 100 feet below the bench mark on the upper front stone door step of the city hall of the City of De Kal , Illinois, as established by an ordinance of the City of De Kalb, Illinois on April 4th, A. D. 1914.

The elevations of the center line of the finished pavement and top of the finished curbs are and shall be as follows:-

Lewis Street.

	South Curb	Center	N. Curb
At East line of Seventh St.	91.86	91.7	91.8
At West line of Ninth St.	87.25	87.0	87.0
At 15 feet West of Center line of Ninth St.	87.07	86.8	86.82
At North and South Lines on West cub line of Ninth St.	87.35		86.80
At North and South lines on East curb line of Ninth St.	87.25		86.67
At 100 feet East of East line of Ninth St.	85.05	84.80	84.80
At 150 feet East of East line of Ninth St,	84.55	84.30	84.30
At 15 feet West of Center line of Tenth St.	83.90	83.70	83.70
At North and South lines on West curb line of Tenth St	84.10		83.70
At North and South lines on East curb line of Tenth St.	84.10		83.70
At 15 feet East of Center line of Tenth St.	83.90	83.70	83.75
At 150 feet East of East line of Tenth St.	84.50	84.25	84.25
At West line of Eleventh St.	85.25	85.00	85.00
At 15 feet West of center line of Eleventh St.,	85.30	85.10	85.20
At North and South lines on West curb line of Eleventh St.	85.50		85.20
At North and South lines on East curb line of Eleventh St.	85.60		85.45
At 15 feet East of Center line of Eleventh St.	85.40	85.30	85.45
At East line of Eleventh St.	85.75	85.70	85.90
At 150 feet West of West line of Twelfth St.	91.40	91.40	91.65
At 100 feet West of West line of Twelfth St.	92.40	92.40	92.65
At a point 50 feet West of West line of Twelfth St.	93.30	93.30	93.55
At West line of Twelfth St.	93.90	93.90	94.15
At 15 feet West of Center line of Twelfth St.,	94.05	94.05	94.30
At North and South lines on West curb line of Twelfth St.	94.15		94.40
At North and South lines on East curb line of Twelfth St.	94.20		94.20
At 15 feet East of Center line of Twelfth St.	94.12	94.05	94.18
At East line of Twelfth St.	94.12	94.05	94.23
At 100 feet West of West line of Thirteenth St.,	96.20	96.00	96.05
At 50 feet West of West line of Thirteenth St.	96.60	96.40	96.45
At West line of Thirteenth St.	96.90	96.70	96.75

Lewis Street (continued)

	South Curb	Center C.	N. Curb
At 15 feet West of Center line of Thirteenth St.,	96.95	96.75	96.70
At North and South lines on West curb line of Thirteenth St.	97.10		96.30
At North and South lines on East curb line of Thirteenth St.	97.00		96.20
At 15 feet East of Center line of Thirteenth St.	96.85	96.65	96.60
At East line of Thirteenth St.	96.70	96.45	96.45
At West line of Fourteenth St.	92.45	92.20	92.20

Fourteenth St.

	West Curb	Center	E. Curb
At North line of Pleasnt St.	97.40	97.40	97.65
At South line of West Lewis St.	92.45	92.20	92.20
At 15 feet South of Center line of West Lewis St.	92.25	92.05	92.15
At center of West Lewis St.		92.00	92.10
At 15 feet North of Center line of West Lewis St.	92.15	92.00	92.15
At North line of West Lewis St.	92.30	92.17	92.30
At South line of East Lewis St.	92.80	92.77	93.00
At 15 feet South of Center line of East Lewis St.	92.93	92.90	93.10
At East line on South curb line of East Lewis St.	93.03	93.00	
At East line on North curb line of East Lewis St.			93.60
At 15 feet North of Center line of East Lewis St.		93.10	93.30
At South line of Clerk Street or City Limits	95.43	95.30	95.43

At the alley intersection on the east side of Fourteenth Street between Lewis and Clark Streets, the curbing at the street line shall be two inches above the east curb grade at the alley intersection.

Twelfth St.

	West Curb	Center	E, Curb
At North line of Pleasant Street	100.53	100.35	100.35
At 300 ft. south of south line of Lewis St.	99.13	89.00	99.13
At 285 ft. south of south line of Lewi St.	99.03	98.90	99.03
At 270 ft. south of south line of Lewis St.	98.83	98.70	98.83
At 240 ft. south of south line of Lewis St.	98.23	98.10	98.23
At 120 ft. south of south line of Lewis St.	95.43	95.30	95.43
At 90 ft. south of south line of Lewis St.	94.93	94.80	94.93
At 60 ft. south of south line of Lewis St.	94.60	94.47	94.60
At south line of Lewis St.	94.15	94.05	94.20

Tenth St.

At north line of Pleasant Street	104.37	104.10	104.12
At 50 ft. south of south line of Shipman Place	96.13	96.00	96.13
At 25 ft. south of south line of Shipman Place	95.43	95.30	95.43
At 15 feet south of center line of Shipman Place	94.85	94.73	94.85
At 15 feet north of center line of Shipman Place	94.60	94.50	94.65
At north line of Shipman Place	94.43	94.30	94.43
At 25 ft. south of south line of Lewis St.	84.53	84.40	84.53
At south line of Lewis St.	84.03	83.90	84.03
At 15 ft. south of center line of Lewis St.	83.90	83.77	83.90
At 15ft. north of center line of Lewis St.	83.70	83.63	83.75
At south line of Davy St.	82.30	82.30	82.55

Shipman Place.

	South Curb	Center	North Curb
At east line of Seventh St.	100.15	99.95	100.00
At 15 ft. West of Center line of Ninth St.	97.35	97.10	97.10
At north line on West curb line of Ninth St.			97.05
At north line on east curb line Of Ninth St.			96.95
At 15 ft. east of center line of Ninth St.	97.25	97.00	97.00
At 150 ft. west of west line of Tenth St.	96.65	95.40	95.40
At 100 ft. west of west line of Tenth St.	95.25	95.00	95.00
At 15 ft. west of center line of Tenth St.	94.85	94.60	94.60
At center line of Tenth St.		94.60	

The elevations given are in feet and decimals of a foot, and are elevations so indicated above the city datum mentioned.

SUB SOIL DRAINAGE:

Directly below the location of the concrete curbing hereinafter provided for, four inch concrete drain tile shall be laid so that the bottom of the invert shall be 34 inches below the top of the curb, and the center line of the tile drain shall be parallel with and 3 inches from the curb lines above described. The tiles shall be composed of one part best Portland cement, two parts clean, sharp torpedo sand and two parts clean, small washed gravel pebbles not exceeding 3/8 inch in greatest dimension and uniformly graded down to torpedo sand. The materials shall be thoroughly mixed, properly moistened, moulded and cured and have an average thickness of not less than 1/2 inch, shall be sound when laid and ring true when tested by tapping with a hammer.

At street and alley intersections the tile drains shall be connected to the storm water inlets at the curb corners, except at such places where there are no such inlets, and at such places they shall be carried across the intersecting streets or to storm water inlets located in the street intersections by six inch No. One vitrified tile pipe sewer laid at such depth as to give a free grade for the flow of water of not less than 4 inches in 100 ft.

All tile trenches under the curbing shall be properly tamped and back filled with fine, clean bank gravel in layers 6 inches thick until the gravel back filling is brought up to the base of the concrete curbing to be laid thereon. The gravel shall contain not more than 10% of loam matter and the stones shall not exceed two inches in the greatest dimension and graded from such size down to sand. Trenches for the 6 inch vitrified sewer tile pipe shall be back filled with earth properly compacted.

CONCRETE CURB:

Upon the gravel base above provided shall be built a concrete curb, with the curb lines at the locations, and the top of the curbing at the elevations provided, upon said respective streets and alley. The curb shall be 7 inches thick at the base, and the back shall be vertical and 18 inches high. The lower part of the inside face shall be vertical from the base upwards 13 inches, and the upper part inclined from a point 13 inches above the bottom to a point 18 inches above the bottom so that the inclined surface will intersect the upper surface four inches from the back of the curb. The edge on the street or roadway side shall be rounded to a curved surface of one inch radius.

Forms for the curbing dimensioned to produce the shape and size above provided shall be securely placed upon the gravel base and well moistened before the the concrete is placed. Expansion joints shall be placed in the curb and the tangent points of all street and alley returns. The expansion joint shall be formed by inserting during construction and leaving in place, prepared strips of fibre matrix 3/4 inch thick extending through entire thickness of the curb. Between expansion joints described curb shall be constructed in 6 foot lengths separated by means of division plates, of 1/8 inch metal and exactly conforming to the cross section

the curb, and shall be oiled and installed in the forms before concrete is placed and maintained at right angles to the surface and perpendicular to the line of the curb, and withdrawn when the concrete has hardened sufficiently to keep edges from joining.

CEMENT:

The cement for the curb shall meet the requirements herein specified for concrete pavement.

FINE AGGREGATE:

The fine aggregate shall meet the same requirements herein specified for concrete pavement.

The fine aggregate for the mortar top shall be that portion of the fine aggregate for the pavement passing a screen with 8 meshes per lineal inch.

COARSE AGGREGATE:

Coarse aggregate shall consist of clear, hard, tough, and durable gravel or pebbles, graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles.

Size of coarse aggregate shall be such as to pass a $1\frac{1}{4}$ inch round opening and range in size from $1\frac{1}{4}$ inches down, not more than 10% passing a screen having two meshes per lineal inch, and no intermediate sizes shall be removed.

WATER:

Water shall be free from oil, acid, alkali or vegetable matter.

MEASURING MATERIALS:

The measuring of materials will be as specified for pavement.

MIXING:

Materials shall be mixed in a batch mixed of approved type and regardless of the size of batch and speed of drum, mixing shall continue after all materials are in the drum for not less than one minute before any part of the batch is discharged.

The volume of mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material.

No mix shall be used which requires less than one sack of cement per batch.

RETEMPERING:

Retempering of mortar or concrete which has partly hardened, that is, remixing with or without additional materials or water will not be permitted.

PROPORTIONS:

The concrete for the base shall be mixed in the proportions of 1 sack of Portland cement to $2\frac{1}{2}$ cubic feet fine aggregate and 4 cubic of coarse aggregate.

Mortar for top and exposed face shall be mixed in the proportion of one sack of Portland cement to 2 cubic feet of screened fine aggregate.

A cubic yard of concrete for the base in place shall contain not less tha 1-4/10 barrels of cement.

CONSISTENCY:

The materials shall be mixed with water sufficient to provide a concrete which will hold its shape when deposited. The consistency shall not be such as to cause a separation of the mortar from the coarse aggregate in handling.

PLACING CONCRETE:

Surface of subgrades shall be wet but show no pools of water when the concrete is placed. Concrete when mixed shall be placed at once in the forms and then tamped and spaded until a thin coat of mortar is against the forms and no coarse aggregate showing when forms are removed. Exposed concrete portion of the curb shall be 1/8 inch less in thickness than the completed section.

Whole sections shall be constructed without interruption. When mixing is suspended for 45 minutes or longer material in excess of a completed section shall be wasted. No concrete shall be placed when the temperature is below 35 degrees Fahrenheit.

FINISHING MORTAR TOP:

Before the concrete base has begun to harden there shall be spread upon the top and exposed face a mortar finishing coat 1/8 inch in thickness, composed of one part by bulk of Portland cement and two parts by bulk of sand as specified for mortar top. After the finishing mortar is in place and before it has begun to harden it shall be made smooth by floating and trowelling.

When the concrete has hardened sufficiently the curb made shall be brushed with a calcimine brush dipped in water and shaken and no marks left on the surface of the work by brushing. Edges of the curb and joints between sections shall be edged with an edging tool having a radius of not more than 1/4 inch.

CURING AND PROTECTION:

Concrete shall be kept covered with moist earth and protected from the sum for seven days after forms are removed.

As soon as concrete has hardned sufficiently after construction forms shall be removed and earth banked against the outside of the curb for a width of not less than one foot.

STORM WATER INLETS:

Storm water inlets, constructed as hereinafter provided, shall be located one at each of the following named points: on the course of the improvement:

SHIPMAN PLACE:

Oneon the north curb line and one on the south curb line five feet west of the west line of Ninth Street;

One on the north and one on the south curb line five feet west of the west line of Tenth Street;

TENTH STREET

One on the east and one on the west curb line five feet south of the south line of Shipman Place;

One on the east and one on the west curb line five feet south of the south line of Lewis Street;

One on the east and one on the west curb line five feet north of the north line of Lewis Street;

LEWIS STREET:

One on the north and one on the south curb line five feet west of the west line of Ninth Street;

One on the east and one on the west curb line of Ninth Street on the north and south lines of Lewis Street;

One on the north and one on the south curb line five feet west of the west line of Tenth Street;

One on the north and one on the south curb line five feet east of the east line of Tenth Street;

One on the north and one on the south curb line five feet east of the east line of Eleventh Street;

One on the east and one on the west curb line of Eleventh Street on the south line of Lewis Street;

One on the north and one on the south curb line five feet east of the east line of Twelfth Street;

One on the east and one on the west curb line of Thirteenth Street on the south line of Lewis Street;

One on the north and one on the south curb line five feet west of the west line of Fourteenth Street;

TWELFTH STREET:

One on the east and one on the west curb line of Twelfth Street 300 feet south of the south line of Lewis Street;

One on the east and one on the west curb line five feet south of the south line of Lewis Street;

FOURTEENTH STREET:

One on the west curb line five feet south of the south line of Lewis Street;

One on the west curb line five feet north of the north line of Lewis Street;

One on the east curb line on the center line of Lewis Street west from Fourteenth Street;

One on the east and one on the west curb line five feet north of the north line of Lewis Street east of Fourteenth Street;

One on the north and one on the south curb lines of Lewis Street east of Fourteenth Street on the east line of Fourteenth Street;

The storm water inlets shall be circular in form and of 30 inches internal diameter, composed of a 6 inch concrete base and side walls, and fitted with Suburban style cast iron curb and gutter inlet, weighing not less than 205 pounds and covered with a grated iron cover weighing not less than ninty-five pounds, cover to be flush with the gutter and curb side and top to be flush with the concrete curb and surface of the concrete bottom of the inlet to be four feet below the upper surface of the gutter.

Concrete for the base and walls shall be composed of one part best Portland cement, two and a half parts clean, sharp sand and four parts clean washed gravel, to be mixed and placed in position as herein provided for foundation course for concrete curbing.

The side walls shall be reinforced with four No. 6 steel wires set horizontally in the concrete and equally apart and 2 inches in from the outer diameter of the walls.

The manhole curb shall be fitted in at the points designated with the upper surface of the inlet flush with the gutter.

An eight inch sewer pipe shall be placed two feet above the bottom of each inlet, and connected on as direct a course as possible with sewer pipe of the same size with the nearest storm water drain to such inlets, respectively.

GUTTER INLETS:

Gutter inlets, constructed as hereinafter provided, shall be located at the following named points on the course of said improvement:

On Shipman Place, at the center of curved curbing at northwest and northeast curb corners of Ninth Street; and one on the south curb line at the center line of Ninth Street;

On Tenth Street, one at the center of the curved curbing at the northwest corner and southwest corner of Shipman Place, and one on the east curb line at the center line of Shipman Place;

On Twelfth Street one on the east and one on the west curb line at points 280 feet south of the south line of Lewis Street;

On Lewis Street, one at the center of the curved curb corners at Ninth Street, Tenth Street, Eleventh Street, Twelfth Street and Thirteenth Street, and one at the northwest and south west corners at Fourteenth Street;

On Fourteenth Street at center of curved curbing at northeast and southeast corners of Lewis Street east of Fourteenth Street and one on the west curb line at the center line of Lewis Street east of Fourteenth Street;

The gutter inlets shall consist of a perforated cast iron cover seven inches in diameter, with cast iron rim seven inches deep, to receive the same, set in the surface of the concrete in the gutters adjoining the curb lines as herein located. The inlets shall be of the general shape and equal in all respects to the cast iron lamp hole covers and rims manufactured by Clow & Co., except that the cover shall have at least eight one inch circular openings, and the cast iron portion shall weigh not less than eighty-five pounds.

Immediately below the casting shall be set in concrete six inches deep as herein specified for curbing, a six inch forty-five degree elbow of vitrified No. One sewer pipe, with its outlet in the direction of the storm water sewer to which it connects, and six inch No. One vitrified sewer pipe connected thereto in as direct a line as possible to said storm water sewer.

All excavations made shall be solidly back filled with suitable earth, properly compacted, unless the same be made outside the area of the pavement. In such cases the excavations shall be re-filled without compacting and neatly rounded over the trench.

HOUSE SEWER AND WATER CONNECTIONS:

House sewer and water service connections shall be laid in front of the following described premises on the course of said improvement:

Bradt & Shipman's Addition.

Lot	1	Block 2
	9	
	10	
	12	
	13	
	14	
	15	
L	16	
Lot	1	Block 3
	2	
	3	
	4	
	5	
	6	
Lot	8	Block 3
	14	

Baier's Addition:

Lot	1	
	3	
	5	
	6	
	7	

Twensend Place Addition:

Lot	7	Block 1
	10	
Lot	8	Block 2
	10	
	11	
	12	
	14	
	15	
	18	
Lot	2	Block 3
	7	
	8	
	9	
	10	

W. L. Ellwood's Addition:

Lot	2	Block 3
	4	
Lot	7	Block 4
Lot	2	Block 6
	5	
	7	
Lot	16	Block 7
N. 15 ft. Lot	22 &	
S. 30ft. Lot	23	
Lot	5	Block 8
	7	
	12	
	24	

House sewer connections shall be laid in front of each of the following named premises on the course of said improvement:

Bradt & Shipman's Addition.

Lot 8	Block 3
Lot 14	Block 4

Baier's Addition

Lot 10	
Lot 4	

Townsend Place Addition

Lot 13	Block 2
Lot 3	Block 3

W. L. Ellwood's Addition

Vandergrift's Re-sub. Block 2
Center 47 ft. Lots 1, 2 and 3.
N. 41.2 ft. Lots 19 and 20
N. 50 ft. of S. 100 ft. Lots 19 and 20

Lot 5	Block 3
Lot 7	Block 5
Lot 19	Block 7
20	
21	
S. 45 ft. Lot 22.	
Lots 6	Block 8
8	
10	
11	

S. 50 ft. Lot 1, J. J. Ronan Estate Plat.

House water service connections shall be installed in front of the following premises on the course of said improvement:

W. L. Ellwood's Addition.

Lot 4	Block 8.

House sewer connections shall be laid at an average depth of five and a half feet, of six inch Noi One vitrified sewer tile pipe. Connections to the main sanitary sewer shall be made at the Y branches left therefor at each lot, and shall be made, when deeper than seven feet in the street by bringing the grade line of the sewer by proper special No. One sewer elbows and straight No. One sewer pipe to the depth of seven feet in a horizontal distance of three feet toward the lot from the main sewer. The joints shall be properly cemented and wiped and vitrified clay pipe stoppers placed in the ends at the street line.

House water connections shall be made when possible in the same trench with house sewer connections, and shall be laid at least five feet deep. Where there are no house sewers the water connections shall be made by excavating new trenches to connect the city water mains with the lots. The pipe shall be suitable double strength 5/8 inch No. One lead pipe, connected at the city water main by a 5/8 inch corporation stop cock and left at the street line with a ground key curb cock and provided with an approved cast iron extension service box, with stationary rod attachment. The cocks and service boxes shall be of approved make and equal in quality and design to that manufactured by R. Mueller Mfg. Co.

All trenches for house sewer and water connections shall be solidly back filled with earth properly compacted, except in the parking area, where the earth shall be neatly rounded over the trenches.

Both house sewer and water service connections shall be brought to the lot line.

GRADING AND PAVING:

The roadways of the several streets and places to be improved under this ordinance, including the roadways of intersecting streets, shall, after the curbing has been set thereon as in this ordiance provided, be graded and paved between the roadway faces of the curbing as hereinafter provided.

DEFINED: Grading shall include all cuts, fills, approaches, and all earth moving for whatever purpose where such work is an essential part of or necessary to the prosecution of the contract.

All of the necessary grading herein provided for shall conform as to subgrade depth and cross-section as herein provided.

HAUL: All surplus excavated materials shall be removed and disposed of by the Contractor, as directed by the Engineer.

No additional compensation will be paid to the Contractor for hauling such surplus excavated material a distance of less than 4000 feet, average round trip haul.

Excess surplus excavation may be placed upon any private or public land adjoining the improvement, with the consent of the private owner or the city as the case may be.

CUTS AND FILLS: In cuts, no excavation shall be made below the grade line of the finished subgrade.

Embankments shall be formed of earth or other approved materials and shall be constructed in successive layers, each of which shall extend entirely across the width to be filled. Each layer, which shall not exceed one (1) foot, in depth, shall be thoroughly rolled with a roller weighing not less than ten (10) tons, before the succeeding layer is placed.

When the earth work is completed and thoroughly rolled, the cross section of the road bed shall be at the required subgrade of the pavement.

Grading shall be paid for in solid excavation only by the cub.yard as determined by the engineer.

The parkways throughout the course of the improvement shall be graded, leveled and smoothed, from the top of the present sidewalk to the top of the curb and where thereis not sidewalk the parkways shall be graded, leveled and smoothed from the top of the curb to the property line.

ADJUSTMENT OF MANHOLE CASTINGS:

The cast iron covers and tops of all manholes shall be set to the proper grade together with the readjustment of any existing fixtures of like nature. The brick walls of the manholes shall be out off or added to as the case may be, in a workmanlike manner, and all bases set in Portland cement Mortar of one part cement to three parts of torpedo sand properly wetted mixed. The brick required for new or additional manhole walls shall be hard burned and laid in the cement mortar above specified. All brick for manhole walls or other purposes will be furnished by the city free of charge.

All manholes, inlets, and drains under the curbing shall be constructed and back filled not less than two (2) weeks before the actual placing of the concrete.

SUB-GRADE:

CONSTRUCTION: The subgrade shall be brought to an elevation below the established grade of the finished street, an amount equal to the thickness of the pavement hereinafter mentioned.

The subgrade shall be brought to a firm uniform density by rolling the area with a self propelled roller of not less than

ten tons weight. All portions of the surface of the subgrade which are inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than fifty (50) pounds; the face of which shall not exceed one Hundred (100) square inches in area. All soft, spongy or yielding spots, and all the vegetable or other perishable matter shall be entirely removed and the space refilled with firm material.

In cuts the subgrade shall be so constructed that no material is excavated below the grade line.

PAVEMENT SECTION.

WIDTH, THICKNESS AND CROWN:

The subgrade of the improvement shall be covered with a one mix concrete pavement, 7 inches in depth and covering the area between curb lines within the area of the improvement.

JOINTS:

WIDTH, DEPTH AND LOCATION:

Transverse joints shall be placed across the pavement perpendicular to the center line not more than 36 feet apart, except at intersections. Transverse joints shall be one-quarter (1/4) inch in width and shall extend from edge to edge of pavement.

Transverse joints shall be located within the area of the pavement at intersections bounded by the property line of the intersecting streets. The joints shall be so laid out that the direction of traffic in all instances shall be at right angles or nearly thereto.

All joints shall extend through the entire thickness of the pavement and shall be perpendicular to the surface of the pavement.

All metal manhole, catch basin covers, and other fixed objects in the pavement, shall be separated from the concrete by joint filler, which shall extend through the entire thickness of the pavement.

JOINT FILLER:

Joint filler shall consist of prepared strips of fibre matrix and bitumen or similar material of approved quality one-quarter (¼) inch in thickness. The width of the filler shall be not less than one (1) inch greater than the thickness of the pavement at any point between the edges.

INSTALLATION:

All joints except as otherwise specified shall be formed by inserting during construction and leaving in place the required thickness of joint filler which shall extend through the entire thickness of the pavement.

After the joint filler is placed, the concrete shall be tamped along both sides of the joint filler for the entire width of the pavement with a combination curb tamper.

Any mortar from the concrete containing water in excess of that specified hereinafter under consistency, which may be placed next to the joint filler, shall be removed and replaced with a mixture of coarse aggregate and mortar of such consistency that it may be tamped as specified.

After the concrete has been placed and when sufficiently hard enough to walk upon without injury to the surface of the pavement, the joint filler shall be cut off to a heighth of three-eights (3/8) inch above the finished surface of the pavement.

PROTECTION PLATES:

The edges of all concrete at the end of all street and alley returns, shall be protected with single, soft steel protection plates. The upper edge of the plate shall be even with the adjoining surface of the concrete and conform to the pavement crown.

Soft steel plates for the protection of the edges of the

concrete at the end of all street and alley returnsm shall be two and one half (2½) inches in depth and three-sixteenths (3/16" inch average thickness. The plates shall be of such form as to provide for rigid anchorage to the concrete.

CONCRETE MATERIALS.

CEMENT:

The cement shall meet the requirements of the Standard Specifications and Tests for Portland Cement adopted by the American Society for Testing Materials, September 1, 1916, a copy of which has been placed on file with the City Clerk of the City of De Kalb, Illinois, and which is incorporated herein by reference as fully as if copied in full herein.

Fine aggregate shall consist of natural sand or pebbles, consisting of quartzite grains or other equally hard material graded from fine to coarse, with the coarse particles predominating. Fine aggregate, when dry, shall pass a screen having four (4) meshes per lineal inch, not more than twenty-five (25) per cent shall pass a sieve having fifty (50) meshes per lineal inch, and not more than five (5) per cent shall pass a sieve having one hundred (100) meshes per lineal inch. Fine aggregate shall not contain vegetable or other deleterious matter nor more than three (3) per cent by weight of clay or loam.

Fine aggregate shall be of such quality that mortar composed of one (1) part Portland Cement and three (3) parts fine aggregate, by weight, when made into briquettes, shall show a tensile strength (at seven (7)) and twenty-eight (28) days) equal to or greater than the strength of briquettes composed of one (1) part of the same cement and three (3) parts standard Ottawa sand by weight. The percentage of water used in making the briquettes of cement and fine aggregate shall be such as to produce a mortar of the same consistency as that of the Ottawa sand briquettes.

COARSE AGGREGATE:

Coarse aggregate shall consist of clean, hard, tough, durable pebbles graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles.

All coarse aggregate shall be well graded and when tested by means of laboratory screens, shall meet the following requirements:

Passing 2 inch screen, 100%;
" 1 inch screen, 50%;
" 1/2 inch " , not more than 10%;

The amount of coarse aggregate retained on and passing the intermediate screen as specified above, shall constitute fifty (50) per cent of the total volume of coarse aggregate used in each batch of concrete.

PLACING AGGREGATE:

Neither fine nor coarse aggregate as such for the concrete shall be placed upon the subgrade.

WATER:

Water shall be clean, free from oil, acid, alkali, or vegetable matter.

MEASURING MATERIALS AND MIXING CONCRETE.

MEASURING MATERIALS:

A sack of Portland Cement (94 pound net) in the original container shall be considered one (1) cubic foot.

A measuring box of one (1) cubic foot capacity solid measure, shall be furnished and used in checking the proportionate quantities of fine and coarse aggregate wherever directed by the Engineer.

MIXING:

The materials shall be mixed in a BATCH MIXER OF APPROVED TYPE and irrespective of the size of the batch and rate of speed of the drum, mixing shall continue after all materials are in the drum, for not less than one (1) minute before any part of the batch is discharged. The drum shall be completely emptied before receiving material for the succeeding batch. The drum shall revolve at a rate of speed specified by the manufacturer for the particular mixer used, but it shall revolve not less than fourteen (14) nor more than twenty (20) revolutions per minute. The volume of the mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material, and no mixer shall be used which requires less than one (1) sack of cement per batch. The mixer shall be provided with an accurate, positive and practical water measuring device, and with an automatic timing device for determing the length of time of mixing the concrete. When the mixer is stationed on the subgrade it shall be equipped with a boom and bucket for delivery of the mixed concrete.

PROPORTIONS:

The concrete for the pavement shall be mixed in the proportions of one (1) sack of Portland Cement to two (2) cubic feet of fine aggregate and three and one-half ($3\frac{1}{2}$) cubic feet of coarse aggregate.

A cubic yard of concrete in place shall contain not less than one and sixty-two hundredths (1.62) barrels of cement.

CONSISTENCY:

The materials shall be mixed with sufficient water to produce a concrete which will hold its shape when deposited upon the subgrade.

The consistency shall not be such as to cause a separation of the mortar from the coarse aggregate in handling.

REINFORCING.

FABRIC REINFORCING:

The concrete pavement shall be reinforced with a steel mesh fabric weighing not less than forty (40) pounds per hundred (100) square feet. The spacing of main members of the fabric shall not exceed six (6) inches and the spacing of the ties or secondary members of the fabric shall not exceed twelve (12) inches.

Reinforcing fabric shall be placed not less than two and one-half ($2\frac{1}{2}$) inches below the finished surface of the pavement. The reinforcing fabric shall be laid with the main members perpendicular to the center line of the pavement and shall extend across the full width of pavement to within two (2) inches of the edges and all joints, but shall not cross the joints. Adjacent widths of fabric shall be lapped not less than four (4) inches when the lap is made perpendicular to the center line of the pavement and not less than one (1) foot when the lap is made parallel to the center line of the pavement. The fabric shall be cut to the length specified and shall be rolled or otherwise made to lie flat before being placed over the surface of the concrete.

PLACING CONCRETE.

PLACING CONCRETE:

Immediately prior to placing any concrete the subgrade shall be checked for width and grade, and accepted by the Engineer or his representative.

The surface of the subgrade shall be wet, but shall show no pools of water when the concrete is placed.

After mixing, the concrete shall be deposited rapidly upon the subgrade and spread uniformly even to the depth required for the reinforcing in successive batches and in a continuous operation without the use of intermediate forms or bulkheads between expansion joints.

As the work progresses the concrete above the reinforcing shall be raked and spread by means of a strike board or "lute" uniformly even over the entire area and to the exact grade of the finished pavement.

FINISHING:

As soon as possible after the concrete has been struck off, it shall be rolled to a smooth, even surface with an approved metal roller. The roller shall be hollow, it shall be six (6) feet in length, not less than twelve (12) inches in diameter, and shall weigh not less than one (1) pound per lineal inch. It shall be divided vertically through the center into two rollers, each revolving on the same axle, and leaving a one (1) inch space between them, to allow rolling on both sides of the projecting joint filler at the same time. The roller will be provided with such fastenings that ropes may be attached to both sides, so that it can be pulled across the pavement. The roller shall be operated at such an angle with the center line of the pavement that it advances along the pavement about two (2) feet for each trip across. The roller shall pass from one edge of the pavement to the other, and at transverse joints shall be set over the projecting joint filler, so that rolling may be done on both sides of the joint at the same time without interferring with the position of the joint filler. After the roller has covered a given area in the manner described, the same area shall be similarly rolled not less than three (3) times at intervals of fifteen (15) to forty (40) minutes, depending on the stiffening of the concrete, and as many additional times as may be necessary to remove excess water.

After the rolling has been completed the pavement shall be rubbed smooth of all ridges or depressions left by the roller, and brought to a true and even surface by the use of a long handle float and finished by belting not less than twice as hereinafter described. The belts shall be eight (8) inches in width, and not less than three (3) feet longer than the width of the pavement and made of three (3) layers of ten (10) ounce canvas, saturated in kerosene oil.

For the application of the first belt, vigorous strokes at least twelve (12) inches long shall be used and the longitudinal movement of the belt along the pavement shall be very slight.

For the application of the second belt, which shall be immediately after the water glaze or sheen disappears, the stroke of the belt shall be not more than four (4) inches and the longitudinal movement shall be a continuous forward movement.

A straight edge, eight (8) feet in length, notched at the center, shall be used for testing each transverse joint immediately after the last rolling and shall show a bearing for its entire length. The straight edge shall be placed over the joint, parallel to the center line of the pavement and moved across from curb to curb. When upon testing the surface of the concrete is shown to be high or low, concrete will be added or removed to bring the surface to its true shape.

The concrete adjoining transverse joints shall be dense in character and after rolling shall be finished with a wood float, which is divided through the center and which will permit finishing on both sides of the filler at the same time.

When the concrete shall have become sufficiently hard to work the surface of the pavement for a distance of five (5) inches on each side of the joint filler shall be finished with a metal trowel, and the edges of the joint shall be rounded with an edging tool having a radius not greater than one quarter (1/4) inch.

For a distance of twelve (12) inches in from the edge of the pavement at the sides, the concrete shall be made dense and smooth and finished with a metal trowel, and to the exact depth of gutter below top of curb.

The edges of the pavement shall be rounded slightly with an edging tool having a radius not greater than one quarter (1/4) inch.

The finished surface of the pavement shall not vary more than one quarter (1/4) inch in three feet from the specified contour.

PROTECTION.

CURING AND PROTECTION:

Except as hereinafter specified, the surface of the pavemen shall be sprayed with water as soon as the concrete is sufficiently hardened to prevent pitting, and shall be kept wet until an earth or other approved covering is placed. As soon as it can be done without damaging the concrete, the surface of the pavement shall be covered with not less than two (2) inches of earth or other material approved by the Engineer, which cover shall be kept wet for at least ten (10) days. When deemed necessary or advisable by the Engineer, freshly laid concrete shall be protected by canvas until such earth covering can be placed.

In hot weather under the most favorable conditions for hardening the pavement shall be closed to traffic for not less than fourteen (14) days, and in cool weather for an additional time, to be determined by the engineer.

Section 2. The recommendation of the Board of Local Improvements of said City for the passage of this ordinance and the construction of said improvement, together with an estimate of cost thereof over the signatures of James E. Lewis, President, and W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

Section 3. The expense of connecting the drain sewer inlets with existing storm drains, and of adjusting existing drain inlets to the finished surface of said pavement, as in this ordinance provided, shall be paid by general taxation.

Section 4. The remainder of said improvement shall be made and the cost thereof, including the sum of Thirty-six Hundred Dollars, (3600.00), being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefitted thereby, in accordance with the provisions of an Act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements," approved June 14, 1897, in force July1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of Thirty- six Hundred Dollars ($3600.00) shall be applied towards the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said act and all amendments thereof.

Section 5. The City Attorney of said City is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof.

Section 6. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a special meeting thereof held May 11th, 1922, and approved by me, this 11th day of May, A. D. 1922.

James E Lewis
Mayor.

Attest:

G R Blackman
City Clerk.

To the Honorable Mayor and the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois;

The undersigned Board of Local Improvements of the City of De Kalb herewith submits an ordinance providing for the improvement of the roadway of the De Kalb-Sycamore road, or Sycamore Avenue, along the Northerly line of the Ellwood Syndicate Addition, from the Easterly end of the existing brick pavement thereon to the North line of Section Twenty-two, including the roadway of De Kalb Ave. at its intersection therewith, by necessary grading, adjustment of sanitary sewer and storm drain man holes to new grade, construction of additional storm water and gutter inlets, and connecting same to existing drain sewers by eight-inch vitrified tile pipe sewer, drainage of subgrade by means of four-inch concrete drain tile connected with storm water drains by six-inch vitrified tile sewer pipe, laying and connecting house sewer and water connections in front of all premises not now connected therewith or supplied with the same, and paving the said roadway from the easterly end of existing brick pavement to said section line with a steel reinforced sand, gravel and Portland cement concrete pavement seven inches thick and twenty-eight feet in width and bitumen fibre matrix joint filler, with twenty-four foot sidewing at De Kalb Avenue, and curbing the same with sand, gravel and Portland cement concrete curb seven inches thick and eighteen inches deep upon a sixteen-inch gravel base underdrained with four inch concrete drain tile connected with storm sewers by six-inch sewer tile pipe, with a concrete pavement of like construction fourteen feet in width from said Section line to the west line of Fourth Street produced northerly and northerly line thereof coinciding with the center line of said roadway, and curbed along the southerly side of the same from said Section line to the West line of Fourth Street produced northerly with a concrete curbing of the same construction, with necessary grading, adjustment of sewer and drain manholes, connections, and underdraining and house sewer service and water connections, as first above mentioned, by special assessment, together with an estimate of the cost thereof, signed by James E. Lewis, President of said board, and W. N. Hay, Engineer of said board, as provided by law.

This board hereby states that it has complied with all of the provisions of the statutes in such case made and provided, relative to said improvement and recommends the passage of said prdinance by your Honorable Body, and the construction of said improvement as provided in said ordinance, according to the statutes in such case made and provided.

Dated May 11th, 1922.

James E. Lewis
President.

W. P. Hiland

W. W. Hyde

Geo. C. Hallaron

J. B. Lindstrom

Chas. Morehead

To the Board of Local Improvements,
of the City of De Kalb, in De Kalb County, Illinois:

The undersigned, President and Engineer of the Board of Local Improvements of said city, do hereby, in accordance with resolution of said Board of the date of April 20th, 1922, submit herewith their estimate of the cost of construction by special assessment of the following described local improvement, within said city, to-wit:

The improvement of the roadway of the De Kalb-Sycamore road, or Sycamore Avenue, along the northerly line of the Ellwood Syndicate Addition, from the easterly end of the existing brick

pavement thereon to the north line of Section 22, including the roadway of De Kalb Avenue at its intersection therewith, by necessary grading, adjustment of sanitary sewer and storm drain man holes to new grade, construction of additional storm water and gutter inlets and connecting same to existing drain sewers by eight inch vitrified tile pipe sewer, drainage of sub grade by means of four inch concrete drain tile connected with storm water drains by six inch vitrified sewer tile pipe, laying and installing house sewer and water connections in front of all premises not now connected therewith or supplied with the same, and paving said roadway from the easterly end of existing brick pavement to said section line with a steel reinforced sand, gravel and Portland cement concrete pavement seven inches thick and twenty-eight feet in width and bitumen fibre matrix joint filler, with twenty-four foot sidewing at De Kalb Avenue, and curbing the same with sand, gravel and Portland Cement concrete curb seven inches thick and eighteen inches deep upon a sixteen inch gravel base underdrained with four inch concrete drain tile connected with storm sewers by six inch vitrified sewer tile pipe, with a concrete pavement of like construction fourteen feet in width from said section line to the west line of Fourth Street produced northerly and the northerly line thereof coinciding with the center line of said roadway, and curbed along the southerly side of the same from said section line to the west lineof Fourth Street produced northerly with a concrete curbing of the same construction, with necessary grading, adjustment of sewer and drain manholes, connections and underdraining and house sewer service and water connections, as first above mentioned, as follows:

2801 sq. yds. of sand, gravel and Portland cement concrete pavement 7 inches thick and 28 feet wide, including protection and cure of finished pavement and removal of protective material, and exclusive of reinforcing and bitumen fibre joints, at $2.35 per sq. yd.,	$6,582.35
11,200 lbs. steel mesh wire fabric for reinforcement of concrete pavement, at 3½ cts. per lb.,	392.00
772 lineal feet of transverse fibre matrix and bitumen, 8 inches wide and ¼ inch thick in expansion joints, at 15 cents per lineal foot,	115.80
24 lineal feet of soft protective steel plates 3/16 x 2¼ inches at exposed edges of concrete pavement, at 15 cents per lineal foot,	3.60
1791 lineal feet of sand, gravel and Portland cement concrete curbing 7 inches thick and 18 inches deep, complete at $.60 per lineal foot,	1,074.60
700 Cu. yds of excavation above sub grade, at $.90 per cu. yd.,	630.00
1800 lineal feet of 4 inch concrete tile drains laid 16 inches below curbing with back filling of gravel, including gravel to bottom of curbing, at $.20 per lineal foot,	360.00
5 storm water inlets with 30 inch circular concrete catch basins with 6 inch wall and base, 4 ft. deep and cast iron curb and gutter inlets, at $25.00 each,	125.00
3 cast iron gutter inlets at curved curb corners and other points adjoining sidewalk crossings, at $15.00 each,	45.00
Adjustment to grade of manholes, 5 at $5.00 each,	25.00
50 lineal feet 8 inch vitrified sewer tile pipe to connect inlets to sewers, at $1.00 per ft.	50.00
50 lineal ft. 6 inch vitrified tile pipe sewer to connect gutter inlets and drain tile to drains, at $.60 per lineal foot,	30.00
6 house sewer connections of 6 inch vitrified tile pipe sewer with cemented joints and clay stoppers, at ends, at $18.70 each,	112.20
6 water service connections of 5/8 in. lead service pipe, laid 5 ft. deep, including corporation cock, cut off box and curb cock for each, at $21.80 each,	130.80
Engineering, inspection and supervision of work during construction,	250.00
Total cost of work,	9,926.35
Cost of making, levying and collecting special assessment for said improvement and other lawful expense attending the same, as provided by law,	550.00
Total estimated cost of improvement,	10,476.35

The above estimate includes all work, materials, and labor of every kind necessary for construction of said improvement in accordance with said resolution, complete, and we hereby certify that the same does not, in our opinion, exceed the probable cost of said improvement and the lawful expense attending the same.

Dated April 20, 1922.

James E. Lewis
President and

W. M. Hay
Engineer, of The
Board of Local Improvements.

AN ORDINANCE

providing for the improvement of the roadway of the De Kalb-Sycamore road, or Sycamore Avenue, by special assessment.

BE IT ORDAINED BY THE CITY COUNCIL of the City of De Kalb, in the County of De Kalb in the State of Illinois.

Section 1. A local improvement shall be made within said City of De Kalb, in the County of De Kalb in the State of Illinois, the nature, character, location and description of which shall be as follows, to-wit:

The improvement of the roadway of the De Kalb-Sycamore road, or Sycamore Avenue, along the northerly line of the Ellwood Syndicate Addition, from the easterly end of the existing brick pavement thereon to the north line of Section 22, including the roadway of De Kalb Avenue at its intersection therewith, by necessary grading, adjustment of sanitary sewer and storm drain man holes to new grade, construction of additional storm water and gutter inlets and connecting same to existing drain sewers by eight-inch vitrified tile pipe sewer, drainage of sub grade by means of four-inch concrete drain tile connected with storm water drains by six-inch vitrified sewer tile pipe, laying and installing house sewer and water connections in front of all premises not now connected therewith or supplied with the same, and paving said roadway from the easterly end of existing brick pavement to said section line with a steel reinforced sand, gravel and Portland cement concrete pavement seven inches thick and twenty-eight feet in width and bitumen fibre matrix joint filler, with twenty-four foot sidewing at De Kalb Avenue, and curbing the same with sand, gravel and Portland cement concrete curb seven inches thick and eighteen inches deep upon a sixteen-inch gravel base underdrained with four-inch concrete drain tile connected with storm sewers by six-inch vitrified sewer tile pipe, with a concrete pavement of like construction fourteen feet in width from said section line to the west line of Fourth Street produced northerly and the northerly line thereof coinciding with the center line of said roadway, and curbed along the southerly side of the same from said section lineto the west line of Fourth Street produced northerly with a concrete curbing of the same construction, with necessary grading, adjustment of sewer and drain manholes, connections and underdraining and house sewer service and water connections, as first above mentioned.

CURBING:

The curb lines of said improvement are hereby defined as being the lines at which the paved gutter surface abuts against the curbing; the straight curb lines on each side of De Kalb-Sycamore Road, or Sycamore Avenue, shall be parallel to and fourteen feet distant from the center lines of respective streets and places to be so improved.

Along the curb lines of De Kalb Avenue, within the area of Sycamore Road, the curb lines shall be parallel to and twelve feet distant from the center line of De Kalb Avenue.

At street intersections, curved curbing shall be located at the intersecting curb corners of twelve foot curb line radius, and tangent to the straight curbing at points twelve feet distant from the points of intersection of the straight curb lines

produced at the respective intersecting curb corners;

GRADE:

The elevations and grades of the center line of the finished pavement and top of the finished curb shall conform to and be i den - tical with the elevations and grades hereinafter stated. The crown of the pavement surface, transversely across its width, shall conform to the arc of a vertical circle convex upwards, meeting the curb five inches below the top surface thereof and passing through center line elevations herein stated, except at sidewalk crossings at intersecting streets. At all sidewalk crossings the crown of the pavement surface shall continue from the center line of the street on the convex arc of a circle as above described to points, 4 feet distant from and parallel to the curb lines. From such points the surface of the pavement within the area of abutting sidewalk lines shall rise uniformly to the elevation of the top of the curbing at the abutting sidewalks. From the outer sidewalk lines at street intersections, the surface within a distance of four feet of the curbing shall be gradually returned to the regular crowned surface at points five feet distant therefrom. From the inner sidewalk lines at street intersections the surface shall be gradually lowered along the straight and curbed curbing so that at the center of the curved curbing the pavement surface shall be two inches below the top of the curb and shall slope from thence toward the center of the street intersection directly to a point four feet distant from the curbing where the surface shall meet the regular crowned pavement surface as above provided.

The grade of the finished pavement and curbing shall ascend or descend, as the case may be in straight lines between points of elevation herein given.

The city datum plane governing these elevations is a corresponding horizontal plane passing 100 feet below the bench mark on the upper front stone door step of the city hall of the City of De Kalb, Illinois, as established by an ordinance of the City of De Kalb, Illinois on April 6th 1914.

The elevations of the center line of the finished pavement and top of the finished curbs are and shall be as follows:-

	South East Curb	Center Curb	N. West Curb
At the Northeasterly end of the existing brick pavement on Sycamore Road, defined as the initial point of the said improvement	86.80	86.80	86.85
At 50 feet North thereof	84.90	84.80	84.80
At 100 feet North thereof	83.20	83.00	83.00
At 150 feet North thereof	82.00	81.75	81.70
At 450 feet North thereof	75.40	75.15	75.10
At 500 feet North thereof	74.70	74.45	74.40
At 565 feet North thereof	74.40	74.15	74.10
At 632 feet North thereof	74.70	74.45	74.40
At East line of Sycamore Road on South curb line of De Kalb Avenue	74.90		
At East line of Sycamore Road on North curb line of De Kalb Avenue	75.00		
At 661 feet North of the initial point of the improvement	74.82	74.60	74.55
At 700 feet North thereof	75.40	75.15	75.10
At 900 feet North thereof	79.40	79.15	79.10
At 1000 feet North thereof	81.00	80.75	80.70
At 1100 feet North thereof	82.20	81.95	81.90
At 1130 feet North thereof	82.50	82.25	82.20

The elevations given are in feet and decimals of a foot, and are elevations so indicated above the city datum mentioned.

SUB SOIL DRAINAGE:

Directly below the locations of the concrete curbing hereinafter provided for, four inch concrete drain tile shall be laid so that the bottom of the invert shall be 34 inches below the top of the curb, and the center line of the tile drain shall be parallel with and 3 inches from the curb lines above described. The tiles shall be composed of one part best Portland cement, two parts clean, sharp torpedo and two parts clean small washed gravel pebbles not exceeding 3/8 inch in greatest dimension and uniformly graded down to torpedo sand. The materials shall be thoroughly mixed, properly moistened, moulded and

cured and have an average thickness of not less than 1/2 inch, shall be sound when laid and ring true when tested by tapping with a hammer.

At street intersections the tile drains shall be connected to the storm water inlets at the curb corners, except at such places where there are no such inlets, and at such places they shall be carried across the intersecting streets or to storm water inlets located in the street intersections by six inch No. One vitrified tile pipe sewer laid at such depth as to give a free grade for the flow of water of not less than 4 inches in 100 feet.

All tile trenches under the curbing shall be properly tamped and back filled with fine, clean bank gravel in layers 6 inches thick until the gravel back filling is brought up to the base of the concrete curbing to be laid thereon. The gravel shall contain not more than 10% of loam matter and the stones shall not exceed two inches in the greatest dimension and graded from such size down to sand. Trenches for the 6 inch vitrified sewer tile pipe shall be back filled with earth properly compacted.

CONCRETE CURB:

Upon the gravel base above provided shall be built a concrete curb, with the curb lines at the locations, and the top of the curbing at the elevations provided, upon said respective streets. The curb shall be 7 inches thick at the base, and the back shall be vertical and 18 inches high. The lower part of the inside face shall be vertical from the base upwards 13 inches and the upper part inclined from a point 13 inches above the bottom to a point 18 inches above the bottom so that the inclined surface will intersect the upper surface four inches from the back of the curb. The edge on the street or roadway side shall be rounded to a curved surface of one inch radius.

Forms for the curbing dimensioned to produce the shape and size above provided shall be securely placed upon the gravel base and well moistened before the concrete is placed. Expansion joints shall be placed in the curb at the tangent points of all street returns. The expansion joint shall be formed by inserting during construction and leaving in place, prepared strips of fibre matrix 3/4 inch thick extending through entire thickness of the curb. Between expansion joints described, curb shall be constructed in 6 foot lengths separated by means of division plates, of 1/8 inch metal and exactly conforming to the cross section of the curb, and shall be oiled and installed in the forms before concrete is placed and maintained at right angles to the surface and perpendicular to the line of the curb, and withdrawn when the concrete has hardened sufficiently to keep edges from joining.

CEMENT:

The cement for the curbs shall meet the requirements herein specified for concrete pavement.

FINE AGGREGATE:

The fine aggregate shall meet the same requirements herein specified for concrete pavement.

The fine aggregate for the mortar top shall be that portion of the fine aggregate for the pavement passing a screen with 8 meshes per lineal inch.

COARSE AGGREGATE:

Coarse aggregate shall consist of clear, hard, tough and durable gravel or pebbles, graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles.

Size of coarse aggregate shall be such as to pass a 1½ inch round opening and range in size from 1¼ inches, down not more than 10% passing a screen having two meshes per lineal inch, and no intermediate sizes shall be removed.

WATER:

Water shall be free from oil, acid, alkali or vegetable matter.

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MEASURING MATERIALS:

The measuring of materials will be as specified for pavement.

MIXING:

Materials shall be mixed in a batch mixed of approved type and regardless of the size of batch and speed of drum, mixing shall continue after all materials are in the drum for not less than one minute before any part of the batch is discharged.

The volume of mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material.

No mix shall be used which requires less than one sack of cement per batch.

RETEMPERING:

Retempering of mortar or concrete which has partly hardened, that is, remixing with or without additional materials or water will not be permitted.

PROPORTIONS:

The concrete for the base shall be mixed in the proportions of 1 sack of Portland cement to 2½ cubic feet fine aggregate and 4 cubic feet of coarse aggregate.

Mortar for top and exposed face shall be mixed in the proportion of 1 sack of Portland cement to 2 cubic feet of screened fine aggregate.

A cubic yard of concrete for the base in place shall contain not less than 1 4/10 barrels of cement.

CONSISTENCY:

The materials shall be mixed with water sufficient to provide a concrete which will hold its shape when deposited. The consistency shall not be such as to cause a separation of the mortar from the coarse aggregate in handling.

PLACING CONCRETE:

Surface of subgrades shall be wet but show no pools of water when the concrete is placed. Concrete when mixed shall be placed at once in the forms and then tamped and spaded until a thin coat of mortar is against the forms and no coarse aggregate showing when forms are removed. Exposed concrete portion of the curb shall be 1/8 inch less in thickness than the completed section.

Whole sections shall be constructed without interuption. When mixing is suspended for 45 minutes or longer material in excess of a completed section shall be wasted. No concrete shall be placed when the temperature is below 35 degrees Fahrenheit.

FINISHING MORTAR TOP:

Before the concrete base has begun to harden there shall be spread upon the top and exposed face a mortar finishing coat 1/8 inch in thickness, composed of one part of bulk of Portland cement and two parts by bulk of sand as specified for mortar top. After the finishing mortar is in place and before it has begun to harden it shall be made smooth by floating and trowelling.

When the concrete has hardened sufficiently the curb face shall be brushed with a calcimine brush dipped in water and shaken and no marks left on the surface of the work by brushing. Edges of the curb and joints between sections shall be edged with an edging toll having a radius of not more than 1/4 inch.

CURING AND PROTECTION:

Concrete shall be kept covered with moist earth and protected from the sun for seven days after forms are removed.

As soon as concrete has hardened sufficiently after construction forms shall be removed and earth banked against the outside of the curb for a width of not less than one foot.

STORM WATER INLETS:

Storm water inlets, constructed as hereinafter provided, shall be located one at each of the following named points: on the coarse of the improvement:

One on each side of said improvement at the curb lines at points 565 feet from the present termimus of the brick pavement at the southerly end of this improvement; one on the east curb line at a point 5 feet northeasterly along said curbing from an intersection with the northerly line of De Kalb Avenue produced to intersect said curb line, and one on each curb line of the De Kalb Avenue wing at the east line of Sycamore Avenue.

The storm water inlets shall be circular in form and of 30 inches internal diameter, composed of a 6 inch concrete base and side walls, and fitted with Suburban style cast iron curb and gutter inlet, weighing not less than 205 pounds and covered with a grated iron cover weighing not less than ninety-five pounds, cover to be flush with the gutter and curb side and top to be flush with the concrete curb and surface of the concrete bottom of the inlet to be four feet below the upper surface of the gutter .

Concrete for the base and walls shall be composed of one part best Portland cement, two and a half parts clean, sharp sand and four parts clean washed gravel, to be mixed and placed in position as herein provided for foundation course for concrete curbing.

The side walls shall be reinforced with four circular No. 6 steel wires set horizontally in the concrete and equally apart, and two inches in from the outer diameter of the walls.

The manhole curb shall be fitted in at the points designated with the upper surface of the inlet flush with the gutter.

An eight inch sewer pipe shall be placed two feet above the bottom of each inlet, and connected on as direct a course as possible with sewer pipe of the same size with the nearest storm water drain to such inlets, respectively.

GUTTER INLETS:

Gutter inlets, constructed as hereinafter provided, shall be located at the following named points on the course of said improvement :

One at the center of the curved curbing at each of the curb corners at De Kalb Avenue and one on the northwesterly curb line where intersected by the section line at the northerly city limits.

The gutter inlets shall consist of a perforated cast iron cover seven inches in diameter, with cast iron rim seven inches deep, to receive the same, set in the surface of the concrete in the gutters adjoining the curb lines as herein located. The inlets shall be of the general shape and equal in all respects to the cast iron lamp hole covers and rims manufactured by Clow & Co., except that the cover shall have at least eight one-inch circular openings, and the cast iron portion shall weigh not less than eighty-five pounds.

Immediately below the casting shall be set in concrete six inches deep as herein specified for curbing, a six-inch forty-five degree elbow of vitrified No. One sewer pipe, with its outlet in the direction of the storm water sewer to which it connects, and six inch No. One vitrified sewer pipe connected thereto in as direct a line as possible to said storm water sewer.

All excavations made shall be solidly back filled with suitable earth, properly compacted, unless the same be made outside the area of the pavement. In such cases the excavation shall be re-filled without compaction and neatly rounded over the trench.

HOUSE SEWER AND WATER CONNECTIONS:

House sewer and water service connections shall be laid in front of the following described premises on the course of said improvement:

The Southwesterly one-third of that portion of lands on Section 23 on the Northwest side of Sycamore Avenue fronting on said improvement, also the middle third and the northeasterly

third of said land frontage, also the south half of that portion of lands on said Section 23 on the southeast side of Sycamore Avenue fronting on said improvement South of Langlois & Townsend's Addition; Also Lots B and C in Block 1 of Langlois and Townsend's Addition to De Kalb, Illinois.

House sewer connections shall be laid at an average depth of five and a half feet, of six inch No. One vitrified sewer tile pipe. Connections to the main sanitary sewer shall be made at the Y branches left therefor at each lot, and shall be made, when deeper than seven feet in the street by bringing the grade line of the sewer by proper special No. One sewer pipe elbows and straight No. One sewer pipe to the depth of seven feet in a horizontal distance of three feet toward the lot from the main sewer. The joints shall be properly cemented and wiped and vitrified clay pipe stoppers placed in the ends at the street line.

House water connections shall be made when possible in the same trench with house sewer connections, and shall be laid at least five feet deep. Where there are no house sewers the water connections shall be made by excavating new trenches, connect the city water mains with the lots. The pipe shall be suitable double strength 5/8 inch No. One lead pipe, connected at the city water main by a 5/8 inch corporation stop cock and left at the street line with a ground key curb cock and provided with an approved cast iron extension service box, with stationary rod attachment. The cocks and service boxes shall be of approved make and equal in quality and design to that manufactured by H. Mueller Mfg. Co.

All trenches for house sewer and water connections shall be solidly back filled with earth properly compacted, except in the parking area, where the earth shall be neatly rounded over the trenches.

Both house sewer and water service connections shall be brought to the lot line.

GRADING AND PAVING:

The roadway of Sycamore Avenue, including the roadway of De Kalb Avenue. shall, after the curbing has been set thereon as in this ordinance provided, be graded and paved between the roadway faces of the curbing as hereinafter provided.

DEFINED: Grading shall include all cuts, fills, approaches and all earth moving for whatever purpose where such work is an essential part of or necessary to the prosecution of the contract.

All of the necessary grading herein provided for shall conform as to subgrade depth and cross-section as herein provided.

HAUL: All surplus excavated materials shall be removed and disposed of by the contractor, as directed by the Engineer.

No additional compensation will be paid to the Contractor for hauling such surplus excavated material a distance of less than 4000 feet, average round trip haul.

Excess surplus excavation may be placed upon any private or public land adjoining the improvement, with the consent of the private owner or the City as the case may be.

CUTS AND FILLS: In cuts, no excavation shall be made below the grade line of the finished subgrade.

Embankments shall be formed of earth or other approved materials and shall be constructed in successive layers, each of which shall extend entirely across the width to be filled. Each layer, which shall not exceed one (1) foot in depth, shall be thoroughly rolled with a roller weighing not less than ten (10) tons, before the succeeding layer is placed.

When the earth work is completed and thoroughly rolled, the cross-section of the road bed shall be at the required subgrade of the pavement.

Grading shall be paid for in solid excavation only by the cubic yard as determined by the engineer.

The parkways throughout the course of the improvement shall be graded, leveled and smoothed, from the top of the present sidewalk to the top of the curb and where there is no sidewalk the parkways

shall be graded, leveled and smoothed from the top of the curb to the property line.

ADJUSTMENT OF MANHOLE CASTINGS:

The cast iron covers and tops of all manholes shall be set to the proper grade together with the readjustment of any existing fixtures of like nature. The brick walls of the manholes shall be cut off or added to as the case may be, in a workmanlike manner, and all bases set in Portland cement mortar of one part cement to three parts of torpedo sand properly wetted and mixed. The brick required for new or additional manhole walls shall be hard burned and laid in the cement mortar above specified. All brick for manhole walls or other purposes will be furnished by the city free of charge.

All manholes, inlets, and drains under the curbing shall be constructed and back filled not less than two (2) weeks before the actual placing of the concrete.

SUB-GRADE:

CONSTRCUTION: The subgrade shall be brought to an elevation below the established grade of the finished street, an amount equal to the thickness of the pavement hereinafter mentioned.

The subgrade shall be brought to a firm uniform density by rolling the area with a self propelled roller of not less than ten tons weight. All portions of the surface of the subgrade which are inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than (50) pounds; the face of which shall not exceed one hundred (100) square inches in area. All soft, spongy, or yielding spots, and all the vegetable or other perishable matter shall be entirely removed and the space refilled with firm material.

In cuts the subgrade shall be so constructed that no material is excavated below the grade line.

PAVEMENT SECTION:

WIDTH, THICKNESS AND CROWN:

The subgrade of the improvement shall be covered with a one mix concrete pavement, 7 inches in depth and covering the area between curb lines within the area of the improvement, except that portion in Section 14 which shall cover the area between the Southeasterly curb line and the center line of Sycamore Avenue.

JOINTS:

WIDTH, DEPTH AND LOCATION:

Transverse joints shall be placed across the pavement perpento the center line not more than 36 feet apart, except at intersections. Transverse joints shall be one-quarter (1/4) inch in width and shall extend from edge to edge of pavement.

Transverse joints shall be located within the area of the pavement at intersections bounded by the property line of the intersecting streets. The joints shall be so laid out that the direction of traffic in all instances shall be at right angles or nearly thereto.

All joints shall extend through the entire thickness of the pavement and shall be perpendicular to the surface of the pavement.

All metal manhole, catch basin covers, and other fixed objects in the pavement, shall be separated from the concrete by joint filler, which shall extend through the entire thickness of the pavement.

JOINT FILLER:

Joint filler shall consist of prepared strips of fibre matrix and bitumen or similar material of approved quality one-quarter ($\frac{1}{4}$) inch in thickness. The width of the filler shall be not less than one (1) inch greater than the thickness of the pavement at any point between the edges.

INSTALLATION:

All joints except as otherwise specified shall be formed by inserting during construction and leaving in place the required thickness of joint filler which shall extend through the entire thickness of the pavement.

After the joint filler is placed, the concrete shall be tamped along both sides of the joint filler for the entire width of the pavement with a combination curb tamper.

Any mortar from the concrete containing water in excess of that specified hereinafter under consistency, which may be placed next to the joint filler, shall be removed and replaced with a mixture of coarse aggregate and mortar of such consistency that it may be tamped as specified.

After the concrete has been placed and when sufficiently hard enough to walk upon without injury to the surface of the pavement, the joint filler shall be cut off to a heighth of three-eights (3/8) inch above the finished surface of the pavement.

PROTECTION PLATES:

The edges of all concrete at the end of all street returns, shall be protected with single, soft steel protection plates. The upper edge of the plate shall be even with the adjoining surface of the concrete and conform to the pavement crown.

Soft steel plates for the protection of the edges of the concrete at the end of all street returns, shall be two and one half ($2\frac{1}{2}$) inches in depth and three-sixteenths (3/16) inch average thickness. The plates shall be of such form as to provide for rigid anchorage to the concrete.

CONCRETE MATERIALS:

CEMENT:

The cement shall meet the requirements of the Standard Specifications and Tests for Portland cement adopted by the American Society for Testing Materials, September 1, 1916, a copy of which has been placed on file with the City Clerk of the City of De Kalb, Illinois, and which is incorporated herein by reference as fully as if copied in full herein.

FINE AGGREGATE:

Fine aggregate shall consist of natural sand or pebbles, consisting of quartzite grains or other equally hard material graded from fine to coarse, with the coarse particles predominating. Fine aggregate, when dry, shall pass a screen having four (4) meshes per lineal inch, not more than twenty-five (25) per cent shall pass a sieve having fifty (50) meshes per lineal inch, and not more than five (5) per cent shall pass a sieve having one hundred (100) meshes per lineal inch. Fine aggregate shall not contain vegetable or other deleterious matter nor more than three (3) per cent by weight of clay or loam.

Fine aggregate shall be of such quality that mortar composed of one (1) part Portland cement and three (3) parts fine aggregate, by weight, when made into briquettes, shall show a tensile strength (at seven (7) and twenty-eight (28) days) equal to or greater than the strength of briquettes composed of one (1) part of the same cement and three (3) parts standard Ottawa sand by weight. The percentage of water used in making the briquettes of cement and fine aggregate shall be such as to produce a mortar of the same consistency as that of the Ottawa sand briquettes.

COARSE AGGREGATE:

Coarse aggregate shall consistof clean, hard,tough, durable pebbles graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles.

All coarse aggregate shall be well graded and when tested by means of laboratory screens, shall meet the following requirements:

Passing 2 inch screen - 100%
" 1 " " - 50%
" $\frac{1}{2}$ " " - not more than 10%;

The amount of coarse aggregate retained on and passing the intermediate screen as specified above, shall constitute fifty (50) per cent of the total volume of coarse aggregate used in each batch of concrete.

PLACING AGGREGATE:

Neither fine nor coarse aggregate as such for the concrete shall be placed upon the subgrade.

WATER:

Water shall be clean, free from oil, acid, alkali or vegetable matter.

MEASURING MATERIALS AND MIXING CONCRETE.

MEASURING MATERIALS:

A sack of Portland Cement (94 pounds net) in the original container shall be considered one(1) cubic foot.

A measuring box of one (1) cubic foot capacity solid measure, shall be furnished and used in checking the proportionate quantities of fine and coarse ag gregate wherever directed by the Engineer.

MIXING:

THE materials shall be mixed in a BATCH MIXER OF APPROVED TYPE and irrespective of the size of the batch and rate of speed of the drum, and mixing shall continue after all materials are in the drum, for not less than one (1) minute before part of the batch is discharged. The drum shall be completely emptied before receiving material for the succeeding batch. The drum shall revolve at a rate of speed specified by the manufacturer for the particular mixer used, but it shall revolve not less than fourteen (14) nor more than twenty (20) revolutions per mintue. The volume of the mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material, and no mixer shall be used which requires less than one (1) sack of cement per batch. The mixer shall be provided with an accurate, positive and practical water measuring device, and with an automatic timing device for determining the length of time of mixing the concrete. When the mixer is stationed on the subgrade it shall be equipped with a boom and bucket for delivery of the mixed concrete.

PROPORTIONS:

The concrete for the pavement shall be mixed in the proportions of one (1) sack of Portland Cement to two (2) cubic feet of fine aggregate and three and one-half ($3\frac{1}{2}$) cubic feet of coarse aggregate.

A cubic yard of concrete in place shall contain not less than one and sixty-two hundredths (1/62) barrels of cement.

CONSISTENCY:

The materials shall be mixed with sufficient water to produce a concrete which will hold its shape when deposited upon the subgrade.

The consistency shall not be such as to cause a separation of the mortar from the coarse aggregate in handling.

REINFORCING

FABRIC REINFORCING:

The concrete pavement shall be reinforced with a steel mesh fabric weighing not less than forty (40) pounds per hundred (100) square feet. The spacing of main members of the fabric shall not exceed six (6) inches and the spacing of the ties or secondary members of the fabric shall not exceed twelve (12) inches.

Reinforcing fabric shall be placed not less than two and one-half ($2\frac{1}{2}$) inches below the finished surface of the pavement. The reinforcing fabric shall be laid with the main members perpendicular to the center line of the pavement and shall extend across the full width of pavement to within two (2) inches of the edges and all joints, but shall not cross the joints. Adjacent widths of fabric shall be lapped not less than four (4) inches when the lap is made perpendicular to the center line of the pavement and not less than one (1) foot when the lap is made parallel to the center line of the pavement. The fabric shall be cut to the length specified and shall be rolled or otherwise made to lie flat before being placed over the surface of the concrete.

PLACING CONCRETE.

PLACING CONCRETE:

Immediately prior to placing any concrete the subgrade shall be checked for width and grade, and accepted by the Engineer or his

representative.

The surface of the subgrade shall be wet, but shall show no pools of water when the concrete is placed.

After mixing, the concrete shall be deposited rapidly upon the subgrade and spread uniformly even to the depth required for the reinforcing in successive batches and in a continuous operation without the use of intermediate forms or bulkheads between expansion joints.

As the work progresses the concrete above the reinforcing shall be raked and spread by means of a strike board or "lute" uniformly even over the entire area and to the exact grade of the finished pavement.

FINISHING:

As soon as possible after the concrete has been struck off, it shall be rolled to a smooth, even surface with an approved metal roller. The roller shall be hollow, it shall be six (6) feet in length, not less than twelve (12) inches in diameter, and shall weigh not less than one (1) pound per lineal inch. It shall be divided vertically through the center into two rollers, each revolving on the same axle, and leaving a one (1) inch space between them, to allow rolling on both sides of the projecting joint filler at the same time. The roller will be provided with such fastenings that ropes may be attached to both sides, so that it can be pulled across the pavement. The roller shall be operated at such an angle with the center line of the pavement that it advances along the pavement about two (2) feet for each trip across. The roller shall pass from one edge of the pavement to the other, and at transverse joints shall be set over the projecting joint filler, so that rolling may be done on both sides of the joint at the same time without interfering with the position of the joint filler. After the roller has covered a given area in the manner described, the same area shall be similarly rolled not less than three (3) times at intervals of fifteen (15) to forty (40) minutes, depending on the stiffening of the concrete, and as many additional times as may be necessary to remove excess water.

After the rolling has been completed the pavement shall be rubbed smooth of all ridges or depressions left by the roller, and brought to a true even surface by the use of a long handle float and finished by belting not less than twice as hereinafter described. The belts shall be eight (8) inches in width, and not less than three (3) feet longer than the width of the pavement and made of three (3) layers of ten (10) ounce canvas, saturated in kerosene oil.

For the application of the first belt, vigorous strokes at least twelve (12) inches long shall be used and the longitudinal movement of the belt along the pavement shall be very slight.

For the application of the second belt, which shall be immediately after the water glaze or sheen disappears; the stroke of the belt shall be not more than four (4) inches and the longitudinal movement shall be a continuous forward movement.

A straight edge, eight (8) feet in length, notched at the center, shall be used for testing each transverse joint immediately after the last rolling and shall show a bearing for its entire length. The straight edge shall be placed over the joint, parallel to the center line of the pavement and moved across from curb to curb. When upon testing the surface of the concrete is shown to be high or low, concrete will be added or removed to bring the surface to its true shape.

The concrete adjoining transverse joints shall be dense in character and after rolling shall be finished with a wood float, which is divided through the center and which will permit finishing on both sides of the filler at the same time.

When the concrete shall have become sufficiently hard to work, the surface of the pavement for a distance of five (5) inches on each side of the joint filler shall be finished with a metal trowel, and the edges of the joint shall be rounded with an edging tool having a radius not greater than one quarter ($\frac{1}{4}$) inch.

For a distance of twelve (12) inches in from the edge of the pavement at the sides, the concrete shall be made dense and smooth and finished with a metal trowel, and to the exact depth of gutter below top of curb.

The edges of the pavement shall be rounded slightly with an edging tool having a radius not greater than one quarter (¼) inch.

The finished surface of the pavement shall not vary more than one quarter (¼) inch in three feet from the specified contour.

PROTECTION:

CURING AND PROTECTION:

Except as hereinafter specified, the surface of the pavement shall be sprayed with water as soon as the concrete is sufficiently hardened to prevent pitting, and shall be kept wet until an earth or other approved covering is placed. As soon as it can be done without damaging the concrete, the surface of the pavement shall be covered with not less than two (2) inches of earth or other material approved by the Engineer which cover shall be kept wet for at least ten (10) days. When deemed necessary or advisable by the Engineer, freshly laid concrete shall be protected by canvas until such earth covering can be placed.

In hot weather under the most favorable conditions for hardening, the pavement shall be closed to traffic for not less than fourteen (14) days, and in cool weather for an additional time, to be determined by the engineer.

Section 2. The recommendation of the Board of Local Improvements of said City for the passage of this ordinance and the construction of said improvement, together with the estimate of cost thereof over the signatures of James E. Lewis, President, and W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

Section 3. The expense of connecting the drain sewer inlets with existing storm drains, and of adjusting existing drain inlets to the finished surface of said pavement, as in this ordinance provided, shall be paid by general taxation.

Section 4. The remainder of said improvement shall be made and the cost thereof, including the sum of Five Hundred Fifty Dollars, ($550.00), being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefitted thereby, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of Five Hundred Fifty Dollars ($550.00) shall be applied towards the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said act and all amendments thereof.

Section 5. The City Attorney of said City is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of DeKalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof.

Section 6. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a special meeting thereof, called for that purpose, held May 11th, 1922, and approved by me, this 11th day of May, A. D. 1922.

James E Lewis
Mayor.

Attest:

G R Blackman
City Clerk.

A N O R D I N A N C E

To license, tax, regulate and prohibit peddlers, itinerant merchants and vendors.

BE IT ORDAINED BY THE CITY COUNCIL of the City of De Kalb in the County of De Kalb and State of Illinois:

Section 1. Peddlers and Itinerant Merchants and Vendors Defined.) All persons selling or offering for sale, barter or exchange, at retail, any personal property while traveling from place to place in and about the City of De Kalb, shall be deemed peddlers. All persons selling or offering for sale, barter or exchange any personal property at auction or private sale, as owners or agents, at a fixed point or place, temporarily, and not intending to establish a permanent or regular business in said city, as defined by the provisions of the laws of Illinois and all persons selling or offering for sale, barter or exchange personal property from any freight car in said city, shall be deemed transient or itinerant merchants or vendors of merchandise, as the case may be.

Section 2. Licenses Required From). No such peddler or itinerant merchant or vendor shall carry on such business in said city without first obtaining a license therefor, which shall be issued by the Mayor upon proper application, and countersigned by the City Clerk, in accordance with the laws of Illinois, upon payment of the fees therefor in this chapter provided.

Section 3. Application.) Application for each such license shall be made in writing by the person desiring the same, and shall state the period for which it is desired, the particular article thing or merchandise for which said license is to issue, and whether it is desired to pass from place to place or locate at a fixed point or place in said city.

Section 4. Licenses- Form & Contents - Term.) The license herein required shall express the fee paid therefor, the time it is to operate and continue, the name of the person, and the article, thing or merchandise licensed, and whether the said licensee will pass from place to place or remain at a fixed point or place in said city, and shall be subject to revocation at any time by the Mayor of said city.

Section 5. Limiting Power of Licenses.) No license issued under the provisions of this chapter shall authorize any one, except the licensee therein named to sell thereunder, either as principal or agent, nor shall said licensee have the right to authorize any other person to sell under such license in his stead.

Section 6. Penalty For Fraud Or Cheating.) No peddler or itinerant merchant or vendor licensed under the provisions of this chapter shall practice any fraud, cheating, misrepresentation or imposition, either directly or through the agency of any other person, while acting as a peddler or itinerant merchant or vendor, or shall sell or offer for sale, barter or exchange, by himself or any other person, any other kind of goods, wares or merchandise, or use or suffer to be used any other mode or conveyance, or sell at any other premises than that specified in his license.

Section 7. Fees.) Fees for licenses under the provisions of this chapter shall be as follows, to be paid to the City Clerk for the use of said city:

a. For selling watches, clocks, silver or plated ware or jewelry, Fifteen Dollars per day or Seventy-five Dollars per week.

b. For selling salves, liniments, drugs or medicines, Fifteen Dollars per day and Seventy-five Dollars per week.

c. For selling dry goods, cloths, silks, cashmeres, dress goods, table cloths or linen, or wearing apparel, Twenty-five Dollars per day and One Hundred Twenty-five Dollars per week.

d. For selling statuary, pictures, stationery, books, or publications, except newspapers or magazines, Fifteen Dollars per day or Seventy-five Dollars per week.

e For selling fruits, vegetables, or groceries, Ten Dollars per day or Fifty Dollars per week.

f. For selling any articles or merchandise not above enumerated, Ten Dollars per day or Fifty Dollars per week.

Section 8. When License Fee Not Required Hereunder). No license fee shall be required from any honorably discharged soldier or sailor, provided said soldier or sailor is engaged in vending, hawking or peddling of wares, goods, fruits or merchandise for himself only, nor to the regular and ordinary trade of merchants and storekeepers occupying established and permanent places of business in said city, nor to a bona fide resident of the City of De-Kalb, nor to bona fide residents of De Kalb County hauling and marketing vegetables, berries or produce or products of their farms or premises. Provided, however, that such honorably discharged soldier or sailor presents his certificate of discharge to the City Clerk and shows proofs of his identity as the person named in his said certificate of honorable discharge.

Section 9. Repeal). All ordinances heretofore passed relating to peddlers and itinerant merchants and vendors of merchandise, and all ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 10. Penalty). Any person or corporation violating any provisions of this ordinance shall be subject to a fine or penalty of not less than Ten Dollars nor more than Fifty Dollars for each offense, and a like fine or penalty for each day such violation continues.

This ordinance shall be in force and take effect ten days from and after its passage, approval and publication as provided by law, and the City Clerk is hereby authorized to have the same printed in pamphlet from.

Passed by the City Council of said City of De Kalb at a regular meeting thereof upon the 6th day of June, A. D. 1922, and approved by me this 7th day of June, A. D. 1922.

James E Lewis
Mayor.

G N Blackman
City Clerk.

Published in the De Kalb Daily Independent June 19, 1922.

AN ORDINANCE

providing for the division into installments of the special assessment to be levied for the improvement of the roadway of the De Kalb-Sycamore Road, or Sycamore Avenue.

Division of Installments Sycamore Road Paving.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property and also each individual assessment and amount, if any, to be assessed against the City of De Kalb as public benefits, under proceedings now pending in the City Court of De Kalb in said County for a special assessment for the improvement of the roadway of the De Kalb-Sycamore,Road, or Sycamore Avenue, in said City, by paving and otherwise improving the same, pursuant to the provisions of an ordinance of said City entitled, "An Ordinance providing for the improvement of the roadway of the De Kalb-Sycamore Road, or Sycamore Avenue by special assessment" passed by the City Council of said City on the 11th day of May, 1922 and approved by the Mayor of said City on the 11th day of May, 1922 shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An act concerning local improvements, approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said city, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held June 6th, 1922, and approved by me, this 6th day of June, A. D. 1922.

James E Lewis
Mayor.

Attest:

C R Blackman
City Clerk.

AN ORDINANCE

ivision of nstallments ewis Street aving.

providing for the division into installments of the special assessment to be levied for the improvement of the roadways of Lewis Street from Seventh Street to Fourteenth Street; Tenth Street from Pleasant Street to Davy Street; Twelfth Street from Pleasant Street to Lewis Street; Fourteenth Street from Pleasant Street to Clark Street or north city limits, and Shipman Place from Seventh Street to Tenth Street.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property and also each individual assessment and amount, if any, to be assessed against the City of De Kalb as public benefits, under proceedings now pending in the City Court of De Kalb in said County for a special assessment for the improvement of the roadways of Lewis Street from Seventh Street to Fourteenth Street; Tenth Street from Pleasant Street to Davy Street; Twelfth Street from Pleasant Street to Lewis Street; Fourteenth Street from Pleasant Street to Clark Street or north city limits, and Shipman Place from Seventh Street to Tenth Street, in said city, by paving and otherwise improving the same, pursuant to the provisions of an ordinance of said City entitled "An Ordinance providing for the improvement of the roadways of Lewis Street, Shipman Place, Tenth, Twelfth and Fourteenth Streets by special Assessment" passed by the City Council of said City on the 11th day of May, 1922 and approved by the Mayor of said City on the 11th day of May, 1922 shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An act concerning local improvements, approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said city, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held June 6, 1922, and approved by me, this 6th day of June, A. D. 1922.

James E Lewis
Mayor.

Attest:

G R Blackman
City Clerk.

To the Honorable Mayor and City Council of the City of De Kalb, Illinois:

Ordinance authorizing Sale of Certain Hospital Property.

The undersigned, Board of Directorsof the Public Hospital or City Hospital of the City of De Kalb, aforesaid, do hereby represent that the City of De Kalb is the owner in fee simple, for the use of the Board of Directors of the Public Hospital, of the following described premises, to-wit:

> The South Twenty (20) feet of Lot Ten (10) and the South Fifty-nine and Five Tenths (59.5) feet of Lot Nine (9) of Caroline Vaughn's Addition to the City of De Kalb, situated in the County of De Kalb and State of Illinois,

and that said premises are not, in the best judgment of this board, necessary, appropriate or required by it for the use of the said hospital at the present time, nor is it deemed likely that said premises will in the future be necessary or required by said board for the use of said hospital.

Therefore be it resolved that this board petition the Honorable Mayor and City Council of said City of De Kalb, and we do hereby petition, that said above described real estate be advertised for sale and sold in accordance with the manner provided by law.

F. W. Anderson

Frank J. Whitgrove, Secy.

John G. Boyle

City Hospital Board for the City of De Kalb, Ill.

AN ORDINANCE

authorizing the sale of certain real estate belonging to the City of De Kalb.

BE IT ORDAINED By the City Council of the City of De Kalb, in the County of De Kalb and State of Illinois, That, Whereas said city is the owner, for the use of the Board of Directors of the Public Hospital of the following described real estate, to-wit:

> The South Twenty (20) feet of Lot Ten (10) and the South Fifty-nine and Five-tenths (59.5) feet of Lot Nine (9) of Caroline Vaughn's Addition to the City of De Kalb, situated in the County of De Kalb and State of Illinois,

And whereas the Board of Directors of the said Public Hospital or City Hospital of the City of De Kalb, aforesaid, has by its petition duly presented to this council and filed on the 6th day

of June, 1922, in the office of the City Clerk of said city, represented that the above described premises are not, in the best judgment of said board, necessary, appropriate or required by it for the use of the said hospital, nor deemed likely to be so in the future.

Therefore be it further ordained that the said City of De Kalb sell the said above described real estate to the highest and best bidder and that due notice of the sale, a copy of which is hereto attached, be published in accordance with the statutes in such case made and provided.

Passed by the City Council of said City of De Kalb at a regular meeting thereof, upon the 6th day of June, A. D. 1922, and approved by me this 13th day of June, A. D. 1922.

James E Lewis
Mayor.

Attest:

G R Blackman
City Clerk.

N O T I C E

Notice is hereby given that the City of De Kalb will, in accord with the ordinance hereinafter set forth and the statutes in such case made and provided, sell the real estate described in said ordinance, to the highest and best bidder.

Sealed bids will be directed to the City Council of De Kalb and deposited with the City Clerk to be opened at a regular meeting of said city council to be held on the 5th day of September, 1922, and the City Council may, by a majority vote, reject any and all bids.

CITY OF DE KALB

BY JAMES E. LEWIS,
Mayor.

AN ORDINANCE

MAKING APPROPRIATIONS for corporate purposes of the City of De Kalb, for the fiscal year of said city, from May 1st, 1922 to April 30th, 1923, inclusive.

Appropriation Ordinance for Year Ending Ap 30th, 1923.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. The following sums or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, in the State of Illinois, for the fiscal year of said city, beginning May 1st, 1922 and ending April 30th, 1923, inclusive.

Salaries City Officers		6,000.00
Salaries and Expense City Council		2,000.00
Fire Department Salaries and Maintenance		15,000.00
Police Department Salaries and Maintenance		13,000.00
Roads, Bridges, Streets and Alleys		7,500.00
Sidewalks		2,500.00
Waterworks Maintenance		5,000.00
Waterworks Pumping Account		13,000.00
Sewers & Drains Maintenance		3,000.00
Street Lighting		13,000.00
Maintenance Public Buildings		1,500.00
Maintenance Rest Room		1,500.00
Maintenance Health Department		1,500.00
Maintenance Parks		3,000.00
Election Expenses		1,300.00
Maintenance City Court		500.00
Incidentals		2,000.00
Expense-Board of Local Improvements		6,000.00
Extraordinary Repairs and Replacements		2,500.00
Permanent Improvements:		
Fire Department Equipment		1,000.00
Police Department Equipment		3,500.00
Extension Water works		2,500.00
Extension Sewers & Drains		5,000.00
Extension Sidewalks		500.00
Extension Street Lighting System		500.00
		112,800.00
Public Benefits for Special Assessments	7,000.00	
Maintenance Public Hospital	10,000.00	
Garbage Disposal	4,711.21	
Maintenance Public Library	4,711.21	
Waterworks Extension Bonds of 1910 Due May 1st, 1923	3,500.00	
Interest on Waterworks Extension Bonds, 1910-Due May 1st, 1923	157.50	
Interest on Waterworks Extension Bonds, 1912 Due May 1st, 1923	787.50	
Interest on Public Hospital Bonds of 1916 Due Mar 1 and Sept. 1, 1923	1,575.00	
Interest on Public Hospital Bonds of 1920 Due Mar 1 and Sept. 1, 1923	3,412.50	35,854.92
		148,654.92

All unexpended balances of any item or items of any general appropriation made by this ordinance, may be expended by making up the deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

SECTION 2. This ordinance shall be in force and effect from and after ten days after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb, at an adjourned meeting thereof held upon the 5th day of July A. D. 1922, and approved by me this 5th day of July A. D. 1922.

James E. Lewis
Mayor.

Attest:

G. R. Blackman
City Clerk.

endment to
affic Ordinance.

An ordinance amending paragraph four of chapter fifty-nine on Traffic of the Revised Ordinances of the City of De Kalb.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. That paragraph Four of Chapter 59 on Traffic of the Revised Ordinances of the City of De Kalb, passed April 4th, 1914, and amended June 5th, 1917 shall be and the same is hereby amended to read as follows:

637 Standing Vechicles - - Fire Hydrants. ◊ 4. No person in charge of or operating any vehicle upon and along the streets, avenues and public places of said city shall leave or permit or allow the same to be left standing within fifteen feet of any fire hydrant of said city.

No person in charge of any vehicle other than street cars shall leave the same standing, except temporarily for the purpose of loading or discharging occupants or property being transported, upon any of the parts of streets or public places in said city hereinafter mentioned, except as herein provided, towit:

Upon Lincoln Highway along both sides thereof between First and Third Streets, vehicles shall only be left standing except temporarily as aforesaid, at an angle of forty-five degrees with the curb line of the side of the street and upon the right hand side of the street in the direction in which such vehicle may be headed and with the right front wheel touching the curb.

Upon Lincoln Highway between Third and Fourth Streets vehicles shall only be left standing, except temporarily as aforesaid, at such angle with the curb line upon the side of the street and upon the right hand side in the direction in which such vehicle may be headed, as will bring the rear end of such vehicle or any of its attachments within a line eleven feet from and parallel with the curb line towards the center of the street and with the right front wheel touching the curb.

Upon all other streets or parts of Lincoln Highway, vehicles shall only be left standing parallel with and not more than one foot from the curb, and not closer than two feet from any other car, and upon the right hand side of the street in the direction in which such vehicle may be headed.

Upon North Fourth Street for a distance of 175 feet north from Lincoln Highway, no vehicles shall be left standing, except temporarily as aforesaid, and said area is hereby designated as a "no parking zone".

Section 2. If, after the passage of this ordinance the city shall provided for stalls or parking spaces, by painting or marking lines on the pavement or curbing, vehicles shall only be left standing, except temporarily as aforesaid, between the lines or markings of said stalls or parking spaces.

Section 3. All parts of ordinances in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held August 1st, 1922, and approved by me, this 3rd day of August, A. D. 1922.

James E. Lewis
Mayor.

Attest :

G. R. Blackman
City Clerk.

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rdinance on
isdemeanors.

AN ORDINANCE

amending Chapter 37 on Misdemeanors of the Revised Ordinances of the City of De Kalb.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That Chapter 37 on Misdemeanors of the Revised Ordinances of said city of De Kalb, passed April 4th, A. D. 1914, shall be amended by adding thereto the following:

401a. Burning Leaves, etc. on Asphalt Pavement.) § 28a. No person shall set fire to or burn any grass, leaves, or other combustible material upon any pavement in any street or alley built wholly or in part of or surfaced with asphalt or other bituminous paving material.

Section 2. This ordiance shall take effect and be in force ten days from and after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof on September 5th, A. D. 1922, and approved by me this 6th day of September, A. D. 1922.

James D Lewis
Mayor.

Attest:

G R Blackman
City Clerk.

AN ORDINANCE

for the levy and assessment of taxes for corporate purposes of the City of De Kalb for the fiscal year of said city ending April 30, 1923.

Tax Levy Ordimance for Year Ending April 30, 1923.

Be It Ordained by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section 1. The sum of Eighty Thousand Four Hundred Fifty-four and 92/100 Dollars ($80,454.92,)the same being that part of the total appropriations heretofore made for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, Illinois, to be collected from the tax levy for the current fiscal year of said city, shall be and the same is hereby levied and assessed upon all real and personal property in said city subject to its municipal tax, as the same is assessed for state and county purposes for the current fiscal year of said city (the appropriations for the current fiscal year of said city ending April 30, 1923, the total amount of which has been ascertained by an ordinance passed by the City Council of said city, on the 5th day of July, A. D. 1922, and approved by the Mayor of said city on the 5th day of July, A. D. 1922, and published in the De Kalb Daily Independent, a daily secular newspaper of general circulation published and circulated in said city for at least six months preceding the date of publication of said ordinance therein, on the 13th day of July, A. D. 1922, the amount of said appropriations being as follows:

Salaries City Officers		6,000.00
Salaries and Expense City Council		2,000.00
Fire Department Salaries and Maintenance		15,000.00
Police Department Salaries and Maintenance		13,000.00
Roads, Bridges, Streets and Alleys		7,500.00
Sidewalks		2,500.00
Water Works Maintenance		5,000.00
Water Works Pumping Account		13,000.00
Sewers & Drains Maintenance		3,000.00
Street Lighting		13,000.00
Maintenance Public Buildings		1,500.00
Maintenance Rest Room		1,500.00
Maintenance Health Department		1,500.00
Maintenance Parks		3,000.00
Election Expenses		1,300.00
Maintenance City Court		500.00
Incidentals		2,000.00
Expense-Board of Local Improvements		6,000.00
Extraordinary Repairs and Replacements		2,500.00
Permanent Improvements:		
Fire Department Equipment		1,000.00
Police Department Equipment		3,500.00
Extension Waterworks		2,500.00
Extension Sewers & Drains		5,000.00
Extension Sidewalks		500.00
Extension Street Lighting System		500.00
		112,800.00
Public Benefits for Spl. Assessments	7,000.00	
Maintenance Public Hospital	10,000.00	
Garbage Disposal	4,711.21	
Maint. Public Library.	4,711.21	
Waterworks Extension Bonds of 1910 -Due May 1st, 1923	3,500.00	
Interest on Waterworks Extension Bonds, 1910-Due May 1st, 1923	157.50	
Interest on Waterworks Extension Bonds of 1912-Due May 1st, 1923	787.50	
Interest on Public Hospital Bonds of 1916-Due March 1 and Sept. 1, 1923.	1,575.00	
Interest on Public Hospital Bonds of 1920-Due March 1 & Sept. 1, 1923	3,412.50	35,854.92
		148,654.92

The remaining amount of said appropriations shall be filled and raised from moneys on hand not otherwise appropriated and from other sources of revenue of said city, the said sum so levied and assessed being divided between said items of said appropriations, as follows:

Salaries -City Officers	2,500.00
Salaries and Expense City Council	500.00
Fire Department Salaries Maintenance	5,000.00
Police Department Salaries and Maintenance	4,000.00

Roads and Bridges -Streets & Alleys		3,000.00
Sidewalks		800.00
Waterworks Maintenance		3,000.00
Waterworks Pumping		4,500;00
Sewers & Drains Maintenance		2,500.00
Street Lighting		4,000.00
Maintenance Public Buildings		500.00
Maintenance Health Department		500.00
Maintenance Parks		500.00
Elections Expense		600.00
Maintenance City Court		500.00
Maintenance Rest Room		500.00
Incidentals		1,000.00
Expenses Board of Local Improvements . . .		800.00
Extraordinary Repairs & Replacements . . .		800.00
Permanent Improvements:		
Public Improvements- Special Assessments		1,000.00
Fire Department Equipment		800.00
Police Department Equipment		800.00
Extension Waterworks		1,500.00
Extension Sewers & Drains		4,500.00
Extension Sidewalks		500.00
		44,600.00
Pub. Benefits for Special Assts.	7,000.00	
Maintenance Public Hospital . . .	10,000.00	
Garbage Disposal	4,711.21	
Maintenance Public Library . . .	4,711.21	
Waterworks Extension Bonds of 1910 - Due May 1st, 1923 . .	3,500.00	
Interest on Waterworks Extension Bonds, 1910-Due May 1, 1923	157.50	
Interest on Waterworks Extension Bonds, 1912-Due May 1st, 1923,	787.50	
Interest on Public Hospital Bonds of 1916, Due March 1 & Sept 1, 1923	1,575.00	
Interest on Public Hospital Bonds of 1920-Due March 1 and Sept 1, 1923.	3,412.50	35,854.92
		80,454.92

Section 2. The City Clerk of said city is hereby directed to file with the County Clerk of De Kalb County, Illinois, on or before the third Tuesday of September, A. D. 1922, a copy of this ordinance duly certified by him under the corporate seal of said city, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held September 5th, 1922, and approved by me, this 6th day of September 1922.

James Lewis
Mayor.

362

Attest:

G R Blackman
City Clerk.

AN ORDINANCE

providing for issuance of Twenty-eight Thousand Dollars PUBLIC HOSPITAL BONDS.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Hospital Bond Issue $28000.00

Section 1. There shall be borrowed on the credit of the City of De Kalb the sum of Twenty-eight Thousand Dollars ($28,000.00) for the purpose of paying certain obligations incurred in the erection and equipping of an additional building to be used as a part of the De Kalb Public Hospital heretofore established in said city, which said building is now erected.

X Repealed Dec. 1s 1922.

The negotiable coupon bonds of said city shall be issued for such purpose and to the amount aforesaid, and shall be dated the first day of March, A. D. 1923, and shall bear interest at the rate of Four and one-half (4½) per cent per annum payable semi-annually on March 1st and September 1st of each year, after their date.

Said bonds shall be numbered from One to Fifty-six inclusive and shall be of the denomination of Five Hundred Dollars ($500.00), and all of said bonds shall mature in order of their numbers as follows:

Two Thousand Dollars, ($2,000.00) March 1st, 1924
One Thousand Dollars, ($1,000.00) March 1st, 1925
One Thousand Dollars, ($1,000.00) March 1st, 1926
One Thousand Dollars, ($1,000.00) March 1st, 1927
One Thousand Dollars, ($1,000.00) March 1st, 1928
One Thousand Dollars, ($1,000.00) March 1st, 1929
One Thousand Dollars, ($1,000.00) March 1st, 1930
One Thousand Dollars, ($1,000.00) March 1st, 1931
One Thousand Dollars, ($1,000.00(March 1st, 1932
One Thousand Dollars, ($1,000.00) March 1st, 1933
One Thousand Dollars, ($1,000.00) March 1st, 1934
One Thousand Dollars, ($1,000.00) March 1st, 1935
One Thousand Dollars, ($1,000.00) March 1st, 1936
One Thousand Dollars, ($1,000.00) March 1st, 1937
One Thousand Dollars, ($1,000.00) March 1st, 1938
One Thousand Dollars, ($1,000.00) March 1st, 1939
One Thousand Dollars, ($1,000.00) March 1st, 1940
Five Thousand Dollars,($5,000.00) March 1st, 1941
Five Thousand Dollars,($5,000.00) March 1st, 1942

There shall be and there is hereby levied and there shall be collected upon the taxable property in said city subject to its municipal tax, a direct annual tax for each of the years 1923 to 1941, both inclusive sufficient to pay the principal and interest on said bonds when and as the same matures.

A special election shall be held in said city on Tuesday December 5th, 1922, at the polling places hereinafter mentioned, and the following named persons shall be judges and clerks of said election:

FIRST WARD
Polling Place-City Pumping Station, Pearl Street.
Judges-F. M. Newcomb, Henry Morrill, Ernest Carter.
Clerks-Myron Duffey, Walter Martin, Bert Holderness.

SECOND WARD
Polling Place- City Rest Room, North Third Street.
Judges- John G. Lundberg, Anna E. Moore, I. C. Snow.
Clerks- Clara L. Hubbard, Myrtle Hyde, Clemens Kirchner.

THIRD WARD
Polling Place-Finnish Hall, State Street.
Judges,- Park Vanordstrand, Fred Bruggerman, Frieda Ellison.
Clerks-Pearl Lawson, Victor Stremm, Esther Sever.

FOURTH WARD
Polling Place-Bristow's Barn, South Seventh Street.
Judges-George E. Bristow, Fred Larson Jr., Oscar Wendell.
Clerks- Anna Jones, Helen Darrah, Francis White.

FIFTH WARD
Polling Place-City Hall, South Second Street.
Judges-J. H. Jarboe, M. Hannahan, Charles Morehead.
Clerks-James Dodge, Will Baldwin, Clyde Holderness.

At said special election, the question of approval of this ordinance and the issuance of bonds herein provided for shall

be submitted to the legal voters of said city for their approval, and due and proper notice shall be given of said election, as provided by law, which said notice shall contain a copy of this ordinance.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the city council of the City of De Kalb at an adjourned regular meeting held November 9th, 1922, and approved by me this 10th day of November A. D. 1922.

James E. Lewis
Major.

Attest:

G. R. Blackman
City Clerk.

dinance Repealing spial Bond Ordinance passed November h, 1922.

AN ORDINANCE REPEALING AN ORDINANCE entitled "An Ordinance Providing for the Issuance of $28000.00 Public Hospital Bonds."

BE IT ORDAINED by the City Council of the City of De Kalb, County of De Kalb and State of Illinois:

Section 1. The Ordinance entitled, "An Ordinance Providing for the Issuance of $28000.00 Public Hospial Bonds", passed by the City Council of the City of De Kalb at an adjourned regular meeting held November 9, 1922, and approved by the Mayor on the 10th day of November, 1922, shall be and the same is hereby repealed.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at a special meeting held this 1st day of December, 1922, and approved by me this 2nd, day of December, 1922.

James E. Lewis
Mayor.

Attest:

G. R. Blackman
City Clerk.

A N O R D I N A N C E

Providing for issuance of Twenty-eight Thousand Dollars Public Hospital Bonds.

Hospial Bond
Issue $28000.00

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. There shall be borrowed on the credit of the City of De Kalb the sum of Twenty-eight Thousand Dollars ($28,000.00), for the purpose of erecting and equipping a building to be used as the De Kalb Public Hospital, heretofore established in said city.

The negotiable coupon bonds of said City shall be issued for such purpose and to the amount aforesaid, and shall be dated the first day of March, A. D. 1923 and shall be of the denomination of Five Hundred Dollars ($500.00) each and bear interest at the rate of Five (5) per cent per annum payable semi-annually on March 1st and September 1st of each year, after their date.

Said bonds and coupons shall be in substantially the following form:

"NO._____ $500.00

UNITED STATED OF AMERICA
STATE OF ILLINOIS

CITY OF DE KALB
PUBLIC HOSPITAL BOND

KNOW ALL MEN BY THESE PRESENTS THAT the City of De Kalb, County of De Kalb and State of Illinoism hereby acknowledges itself to owe, and for value received, hereby promises to pay to bearer the sum of Five Hundred Dollars, ($500.00), lawful money of the United States, on the first day of March, 19____, with interest thereon from the date hereof until paid at the rate of FIVE (5) per centum per annum, payalbe semi-annually on the first day of March and of September in each year on presentation and surrender of the annexed interest coupons as they severally become due. Both principal and interest of this bond are hereby made payable at the office of the City Treasurer of said City of De Kalb, State of Illinois.

This bond is one of a series of like tenor, except maturity, numbered from one(1) to fifty-six (56) both inclusive, and issued for the purpose of erecting and equipping a building to be used as a part of De Kalb Public Hospital, heretofore established in said city, under the authority of Chapter 24 of the Revised Statutes of the State of Illinois and of an ordinance of the City of De Kalb duly passed, which ordinance was duly ratified at an election duly called and held on the 9th day of January, 1923.

It is hereby certified and recited that all acts, conditions and things required to be done precedent to and in the issue of this bond have been done, happened and been performed in regular and due form as required by law, and that the total indebtedness of the City of De Kalb, including this bond, does not exceed the statutory or constitutional limitations, and that provision has been made for the collection of a direct annual tax sufficient to pay interest hereon as it falls due and also to pay and discharge the principal hereof at maturity.

This Bond is subject to registration as to principal in the name of the holder on the books of the City Clerk on the back hereof, and after said registration no transfer hereof except upon such books and similarly noted hereon shall be valid, unless the last registration hereof shall have been to bearer. Registration hereof shall not effect the negotiability of the coupons hereto attached, which shall continue negotiable by delivery merely, notwithstanding registration hereof.

IN TESTIMONY WHEREOF the City Council of the City of De Kalb, Illinois, have caused this bond to be signed by the Mayor and attested by the City Clerk, with the corporate seal hereto affixed, and has caused the annexed interest coupons to be executed by the facsimile signatures of said officers this first day of March, 1923.

James E Lewis
Mayor.

Attest:

_____
City Clerk.

C O U P O N.

On the first day of March or September, 19____, the City of De Kalb, Illinois, promises to pay to bearer _____ _____ ($_____), at the office of the City Treasurer of said City _____, for interest due that day on its Public Hospital Bond dated Marchl, 1923, No. _____.

James E Lewis
Mayor.

Attest:

_____
City Clerk.

Said bonds shall be numbered from one (1) to fifty-six inclusive and shall be of the denomination of Five Hundred Dollars ($500.00), and all of said bonds shall mature in order of their numbers as follows:

Two Thousand Dollars, ($2,000.00) March 1st, 1924
One Thousand Dollars, ($1,000.00) March 1st, 1925
One Thousand Dollars,)$1,000.00) March 1st, 1926
One Thousand Dollars, ($1,000.00) March 1st, 1927
One Thousand Dollars, ($1,000.00) March 1st, 1928
One Thousand Dollars, ($1,000.00) March 1st, 1929
One Thousand Dollars, ($1,000.00) March 1st, 1930
One Thousand Dollars, ($1,000.00) March 1st, 1931
One Thousand Dollars, ($1,000.00) March 1st, 1932
One Thousand Dollars, ($1,000.00) March 1st, 1933
One Thousand Dollars, ($1,000.00) March 1st, 1934
One Thousand Dollars, ($1,000.00) March 1st, 1935
One Thousand Dollars, ($1,000.00) March 1st, 1936
One Thousand Dollars, ($1,000.00) March 1st, 1937
One Thousand Dollars, ($1,000.00) March 1st, 1938
One Thousand Dollars, ($1,000.00) March 1st, 1939
One Thousand Dollars, ($1,000.00) March 1st, 1940
Five Thousand Dollars, ($5,000.00) March 1st, 1941
Five Thousand Dollars, ($5,000.00) March 1st, 1942

That for the purpose of providing for the payment of the principal and interest of said bonds as they respectively become due, there shall be and there is hereby levied a continuing direct annual tax upon all the taxable property situated in the City of De Kalb sufficient to produce in each of the following years the following sums, that is to say:

Year:	Principal:	Interest:	Total:
1923	$2000.00	$2050.00	$4050.00
1924	1000.00	1275.00	2275.00
1925	1000.00	1225.00	2225.00
1926	1000.00	1175.00	2175.00
1927	1000.00	1125.00	2125.00
1928	1000.00	1075.00	2075.00
1929	1000.00	1025.00	2025.00
1930	1000.00	975.00	1975.00
1931	1000.00	925.00	1925.00
1932	1000.00	875.00	1875.00
1933	1000.00	825.00	1825.00
1934	1000.00	775.00	1775.00
1935	1000.00	725.00	1725.00
1936	1000.00	675.00	1675.00
1937	1000.00	625.00	1625.00
1938	1000.00	575.00	1575.00
1939	1000.00	525.00	1525.00
1940	5000.00	375.00	5375.00
1941	5000.00	125.00	5125.00

Provision to meet the requirements hereof shall be annually made hereafter in the appropriation bills.

WHEREAS, the tax levy for the year 1923 may not be collected in time to pay the coupons due September 1, 1923: there is hereby appropriated out of the general funds of the City of De Kalb the sum of Seven Hundred Dollars ($700.), which shall be applied

to the payment of coupon No. 1 aforesaid. But said sum so advanced shall be returned to the general fund out of the tax levy hereby made when the same can be done without interference with the timely payment of said bonds and coupons.

A special election shall be held in said city on Tuesday January 9th, 1923, at the polling places hereinafter mentioned, where the polls shall be open between the hours of 7 o'clock A. M. and 5 o'clock P. M. and the following named persons shall be judges and clerks of said election :

FIRST WARD
Polling Place: Elks Garage.
Judges: F. M. Newcomb, Ernest Carter, M. J. Henaughan
Clerks: Myron Duffey, Walter Martin, Bert Holderness.

SECOND WARD
Polling Place: City Rest Room, North Third St.
Judges: John G. Lundberg, Anna E. Moore, I. C. Snow.
Clerks: Clara L. Hubbard, Myrtle Hyde, Clemens Kirchner.

THIRD WARD
Polling Place: Finnish Hall, State Street.
Judges: Park Vannordstrand, Fred Bruggerman, Frieda Ellison.
Clerks: Pearl Lawson, Victor Strem, Esther Sever.

FOURTH WARD
Polling Place: Bristow's Barn, South Seventh Street.
Judges: George E. Bristow, Fred Larson,Jr., Oscar Wendell.
Clerks: Anna Jones, Helen Darrah, Francis White.

FIFTH WARD
Polling Place: City Hall, South Second Street.
Judges: J. H. Jarboe, M. Hanrahan, Charles Morehead.
Clerks: James Dodge, Will Baldwin, Clyde Holderness.

At said special election, the question of approval of this ordinance and the issuance of bonds herein provided for shall be submitted to the legal voters of said city, for their approval, and due and proper notice shall be given of said election, as provided by law, which said notice shall contain a copy of this ordinance.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held December 5th, 1922, and approved by me 5th day of December, 1922.

James E. Lewis
Mayor.

Attest:

G R Blackman
City Clerk.

A N O R D I N A N C E

rdinance Governing
roduction, Sale
nd Distribution.
f Milk.

Sec. 1. Be it ordained by the City Council of the City of De Kalb that no person shall engage in the sale, delivery or distribution of milk, within the city of De Kalb without a license therefor as hereinafter provided. For the purpose of this ordinance, the word person shall mean individual, firm,partnership, or corporation. "Milk" shall include skimmed milk, sour milk, buttermilk and cream. This ordinance shall be construed as applying severally to the different classes or persons licenses hereunder. The fact that any section or part of a section of this ordinance shall be declared invalid shall not be held to invalidate any other portion of this ordinance.

Sec. 2. Persons desiring to engage in such business within the city of De Kalb shall make written application to the City Board of Health, or other legally qualified health authority, who shall have power to issue license upon satisfactory proof that applicant is entitled to same. The annual fees for the various licenses shall be for engaging in the business of the sale, delivery and distribution of milk, the sum of One Dollar for each wagon, or other vehicle; for retail business where milk is sold or kept for sale, the sum of One Dollar; for wholesale business where milk is sold or kept for sale, the sum of One Dollar; for the dealer who both produces milk and distributes it in the community from the wagon, the sum of One Dollar.

Sec. 3. The Board of Health is hereby invested with power to make rules and regulations regarding the application for licenses, the issuance and revocation thereof wherever these rules and regulations on this ordinance may be violated, and to make suitable regulations governing the sanitary conditions under which the milk is produced, transported, stored and handled. The Health Officer or Health Commissioner, or other representative of the Board of Health shall have authority to enter at all reasonable hours and inspect all places where milk is kept, transported or produced.

Sec. 4. Milk is the whole, fresh clean lacteal secretion obtained by the complete milking of one or more healthy cows, properly fed and kept, excluding that obtained within fifteen days before and five days after calving, or such longer period as may be necessary to render the milk practically colustrum free, and shall conform to the State Dairy Law in regard to milk fats and solids not fat.

All skimmed milk, buttermilk and cream shall conform to the standards fixed in the State Dairy Law.

It shall be unlawful under this ordinance for anyone to sell, offer for sale, or have in his possession with intent to sell, any milk, not conforming to such standards.

Sec. 5. No milk except skimmed milk, buttermilk or sour milk, shall be peddled or sold at retail in quantities less than one gallon except in containers bearing the true name of the article, the name and address of the producer, dealer or distributor and the net volume of the contents, in accordance with the Illinois Dairy and Food law.

No person shall sell milk in any bottle or container other than those bearing the seller's name or to which he has acquired title as required by the Illinois Dairy and Food Law.

Sec. 6. It shall be unlawful to sell any milk containing any artificial color or preservative or to which water or any foreign substance has been added or which has been handled or transported in unclean or unsanitary vessels or containers.

Sec. 7. All raw milk offered for sale, exposed for sale or kept for sale or distribution to the consumer as raw milk in the City of De Kalb shall be derived from animals, proven healthy by veterinarian examination and free from tuberculosis; shall not contain more than 50,000 bacteria per cubic centimeter, nor any pathogenic bacteria, and shall be produced under the following conditions:

All persons living upon farms where such milk is produced, or employed thereon, and all persons handling or in contact with the milk in dairies or other places, shall be free from contagious or infectious diseases, and shall not have been exposed to any persons having a contagious disease.

No person who is a typhoid, paratyphoid, diptheria or septic sore throat carrier shall be employed in the production of or handling of such milk.

It shall be the duty of every person, firm, or corporation with the knowledge of the facts to notify the Board of Health or other legally qualified authorities at once by telephone or otherwise of the occurrence of any sickness in any persons or persons living or employed in any place where milk is produced, handled or sold. Milk and milk derivatives which have been exposed to contagion or which is suspected of having been so exposed, shall not be shipped into or sold in the City of De Kalb, unless the consent of the Board of Health or other legally qualified authority has been secured.

All raw milk shall be plainly marked on each bottle or other container with the words "Raw Milk" plainly printed.

Certified milk is hereby defined as milk produced under special requirements and conforming to special standards known as "Standards for certified milk".

Sec. 8. Pasteruization is hereby defined as a process by which milk is heated to a temperature of 142 degrees to 145 degrees Fahrenheit and held at this temperature for a period of not less than thirty mintues. Pasteurized milk shall be promptly cooled to a temperature of 50 degrees Fahrenheit or below and shall be held at or below 50 degrees Fahrenheit until delivered to the consumer.

There shall be attached to each milk pasteurizing machine an automatic recording device by which the temperature of the milk and the length of time heated shall be recorded upon a chart. These charts shall be available for inspection by the Health Officer.

All pasteurized milk shall be plainly marked on each bottle or other container, the word "pasteurized" in conjunction with the word "milk", cream, buttermilk, or "skimmed milk" as the case may be.

Sec. 9. No milk shall be sold in the City of De Kalb which has not been pasteruized according to Section 8 of this Ordinance, except raw milk as provided for in Section 7 of this Ordinance, and certified milk when an ordinance governing its production and sale has been adopted and is being enforced.

Pasteurized milk shall have a bacterial count of not more than 1,000,000 bacteria before pasteurization and not more than 50,000 bacteria per cubic centimeter when delivered to the consumer, and shall remain in a sweet condition for forty-eight hours at a temperature of 60 Fahrenheit.

No milk shall be sold that has more than a perceptible amount of sediment or stain other than that of natural butter fat when one pint is run through a cotton disc one inch in diameter.

No milk shall be put into bottles except those which have been subjected to boiling water or live steam or other approved methods sufficient to destroy pathogenic bacteria.

Whenever an emergency due to contagious disease arises in the City of De Kalb the Board of Health or other legally qualified health authorities is hereby empowered to order and require that any or all milk sold or consumed therein shall be pasteurized in accordance with the provisions of Sections 8 and 9, until such time as said authority shall have determined that the emergency has passed.

Section 10. Any person licensed under the ordinance who received from any other person, any fresh milk in cans, bottles or containers of any kind shall cause the said cans, bottles, or other containers to be emptied before the said milk contained therein shall become sour, and shall cause said cans, bottles or other containers to be immediately washed and thoroughly cleansed and aired.

When a communicable disease appears on premises where milk is produced, handled or sold, the sale, exchange, removal or distribution in any manner, whatsoever, of milk, cream or

milk products found, produced or handled, on such premises is strictly prohibited, until quarantine has been terminated and the premises and contents thereof, including all milk utensils have been disinfected under the supervision of the local health authority, provided that in the event of a communicable disease occurring on a dairy farm, the local health authortiy or the Illinois Department of Public Health may grant permission for the removal of the dairy cattle to other premises. When milk cows are so removed they may be milked and the products may be sold, provided, that neither persons nor utensils from the quarantined premises are employed in the milking or in the handling of the milk.

Milk may be delivered at quarantined premises, provided that there is not contact of any kind between inmates and contents of the quarantined premises and the delivery agent.

The householder may place a thoroughly clean container (a freshly scalded bottle or pail) to receive the milk at some convenient place outside the house out of reach of dogs or cats. The milkman shall then place the milk therein without handling the receiving container. No milk bottle, basket or any other article whatsoever, shall be taken out of or away from the quarantined premises during the period of quarantine. Before milk bottles are removed from the premises after quarantine is raised, they must be sterilized by boiling under the direction of the local health authority.

Sec. 11. Every building, room, basement, enclosure or premises occupied, used or maintained as a dairy or milk depot or any place where milk is bottled, handled or sold, shall be properly and adequately lighted, drained, plumbed and ventilated, and shall be conducted with strict regard to the influence of such conditions upon the health of the operatives, employees, clerks, or other persons therein employed, and the purity and wholesomeness of the milk therein produced, prepared, manufactured, packed, stored, sold or distributed. No such place shall employ any operative, clerk, or other employee who has a communicable disease or who is a "carrier" of such disease. Persons who have previously had typhoid or paratyphoid fever must show to the satisfaction of the health authorities that they are not carriers of typhoid or paratyphoid bacilli.

Sec. 12. Any person who shall engage in the wholesale or retail milk business shall have each vehicle from which milk is vended conspicuously marked with the name and address of the vendor on both sides of the vehicle and shall have attached to the vehicle the license tag issued for the purpose by the Board of Health.

All vehicles in which milk is transported must be kept in a clean and sanitary condition and no bottling shall be done in transit.

Sec. 13. When it appears from the record that this ordinance has been violated, the board of Health or other legally qualified authority shall cause notice of such fact to be given to the party or parties concerned, the party or parties so notified shall be given an opportunity to be heard; notice shall specify the date, hour and place of the hearing; the hearing shall be private. If after such hearing the Board of Health or other legally qualified authority shall believe this ordinance has been violated he shall cause the party or partied concerned to be prosecuted.

Whoever shall violate any of the provisions of this ordinance shall be punished by a fine of not less than Five Dollars for the first offense; and for the second offense, the sum of not less than Twenty-five Dollars or the revocation of his license; for not less than thirty days; and for the third offense the sum of not less than One Hundred Dollars and the permanent revocation of his license.

Sec. 14. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed.

Sec. 15. This ordinance shall be in force on and after its passage and approval and publication as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting thereof on November 9th, 1922, and approved by me, this 10th day of November, 1922.

James E Lewis
Mayor.

Attest:

G N Blackman
City Clerk.

Published in the De Kalb Daily
Daily Independent Dec. 15, 1922.

To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

Special Assessmen
Ordinance, Paving
North, De Kalb Av
& Pond Sts.

The undersigned Board of Local improvements of the City of De Kalb herewith submits an ordinance providing for the improvement of the roadway of North Street from the Easterly line of First Street to the Westerly line of Seventh Street, including all roadways of intersecting streets and alleys within the area of North Street not now paved, and the roadways of De Kalb Avenue and Pond Street, by necessary grading, adjusting of sanitary sewer and storm drain manholes to new grade, construction of additional storm water and gutter inlets and connecting same to existing drain sewer by 8 inch and 6-inch vitrified pipe sewer respectively, laying and installing of house sewer and water connections in front of all premises not now connected therewith or supplied with the same, and paving said roadways with a steel, reinforced sand, gravel and Portland cement concrete pavement with bitumen fibre matrix joint filler, seven inches thick and 21 feet in width, with sidewings of intersecting streets paved likewise and roadways of alleys within the area of North Street paved 14 feet wide, and curbing the same with sand gravel and Portland cement combined concrete six-inch curb and eighteen-inch gutter, with soft steel protective plates at exposed edges of pavement, by special assessment, together with an estimate of the cost of said improvement, signed by James E. Lewis, President of said Board, and W. M. Hay, Engineer of said Board, as provided by law.

This board hereby states that it has complied with all provisions of the statutes in such case made and provided, relative to said improvement and recommends the passage of said ordinance by your Honorable Body, and the construction of said improvement as provided in said ordinance, according to the statutes in such case made and provided.

Dated, this 22nd day of January, A. D. 1923.

BOARD OF LOCAL IMPROVEMENTS
OF THE CITY OF DE KALB,
ILLINOIS.

James E. Lewis

W. P. Hiland

Geo. Hallaron

Chas. Morehead

J. B. Lindstrom

W. W. Hyde

AN ORDINANCE

providing for the improvement of the roadways of North Street, from First Street to Seventh Street, and of De Kalb Avenue and Pond Street, by special assessment.

BE IT ORDAINED BY THE CITY COUNCIL of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. A local improvement shall be made within said City of De Kalb, in the County of De Kalb in the State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

The improvement of the roadway of North Street from the Easterly line of First Street to the Westerly line of Seventh Street, including roadways of intersecting streets and alleys within the area of North Street, which are not now paved, and the improvement of the roadways of De Kalb Avenue and Pond Street, including the curved passages and spaces connecting the roadways of the said De Kalb Avenue and Pond Street, by grading same, adjusting of sanitary sewer and storm drain manholes to new grade; construction of additional storm water and gutter inlets and connecting same to existing drain sewers by eight inch and six inch vitrified pipe sewer, respectively; laying and installing of house sewer and water connections in front of all premises not now connected or supplied therewith, and paving said roadways with a steel reinforced sand, gravel and Portland cement concrete pavement with bitumen fibre matrix joint filler, seven inches thick and twenty-one feet in width, with sidewings for inter-

secting streets paved likewise and roadways of alleys within the area of North Street paved fourteen feet in width and curbing said roadways with sand, gravel and Portland cement concrete combined five inch curb and eighteen inch gutter with steel protective plates at exposed edges of pavement.

CENTER LINE:

The center line of the improvement on North Street shall be a line thirty-three (33) feet north of and parallel with the south line of North Street, from the westerly line of Seventh Street to the easterly line of First Street.

The center line of the improvement of Pond Street and De Kalb Avenue, and at the junctions of the same with each other, shall be as follows:

On De Kalb Avenue, from the north line of North Street and along the center line of the same northerly to a point three hundred twenty-five feet measured along the center line, from the southerly line of Sycamore Road and along the center line of De Kalb Avenue to a point distant from Sycamore Road three Hundred forty feet measured along the center line, and a curved line connecting the northerly and southerly termini of said lines, and parallel with the easterly line of Block Two of the Ellwood Syndicate Addition;

On Pond Street, from the westerly line of Fourth Street westerly along the center line of the same, Two Hundred thirty-six feet, and thence at the junction of Pond Street with De Kalb Avenue, from said point to the northerly termini of the first above described center line of De Kalb Avenue on a curve parallel with the northerly line of Block three of the Ellwood Syndicate Addition, along the southerly side of said junction, and from said first mentioned point to the southerly termini of the second above described center line of De Kalb Avenue, on a curve parallel with the southerly side of Block One of the Ellwood Syndicate Addition, along the northerly side of said junction.

LOCATION OF CURB AND GUTTER.

The curb and gutter on Pond Street and De Kalb Avenue, and along the junction of the same, shall be laid with the upper parkway edge of the curbing twelve and one half feet distant from and parallel with the center line of the improvement, on either side of the roadways of the said street and avenue.

The curb and gutter on North Street shall be located as follows: The upper parkway edges, except where openings are to be left for curved curb and gutter at street and alley intersections, shall be twelve and one half feet from and parallel with the center line of the improvement, along the north and south sides of said street, except from the easterly line of First Street along the north side, easterly a distance of one hundred fifty feet, where an existing curb and gutter is now in place.

At all street intersections, except at Fourth Street, which is now paved, straight curb and gutter shall be laid from the North and South lines of North Street, with the upper parkway edges twelve and a half feet distant from and parallel with the center lines of intersecting streets, and the same produced toward the center line of the improvement on each side of said street, except at Third Street, where the distance from the center line of Third Street produced shall be fifteen and one half feet, to points tangent with curved curbing with a radius of sixteen feet on the parkway edge of the curbing, and also tangent to the parkway edge of the straight curbing along the north and south sides of said street.

The ends of straight curb and gutter except at intersections now paved, shall be connected with curved curb and gutter of the radius above specified, at other street intersection corners along the course of the improvement.

At alley intersections on each side of said improvement, the parkway edges of the alley pavement shall be seven feet distant from and parallel with the center lines of such alleys produced towards the center line of the improvement, from the north and south lines of the street toward the center line of the improvement to points six feet distant from the line of the parkway edges of the straight curbing along the north and south sides of the street with the pavement surface at the center line two inches below the surface at the edges, and from thence the curb and gutter shall begin and extend toward the center line of the improvement on each side of the alley openings on a curve with a radius along the parkway edge that shall be tangent to the parkway edge of the alley pavement and with the parkway edge

lines of the straight curb and gutter along the respective sides of North Street. The gutter on the curve shall gradually rise to the top of the curb at the junction with the alley pavement, the surface conforming with the alley pavement slab of the alley pavement at the point of juncture.

The grade of the curbing, along the upper parkway edges of the same, shall be at the following elevations above the established city datum, which is a plane one hundred feet below the top of the stone door step at the main entrance to the city hall in said city.

North Street.

At points distant from East line of First Street.	Elevation South Curb	Elevation North Curb.
7 ft.	95.0	~~94.0~~
21 "		94.0
50 "	95.32	94.86
100 ft.	95.7	95.26
150 ft.	96.0	95.63
170 ft.	96.06	95.6
200 ft.	95.94	95.5
250 "	95.7	95.3
300 "	95.3	95.0
337 "	94.9	94.62
370 "		94.25
403 "	94.2	93.83
450 "	93.66	93.23
500 "	93.1	92.6
550 "	92.7	
565 "		92.0
600 "	92.46	91.86
700 "	92.07	91.47
734 "	91.97	91.37
767 "		91.52
800 "	92.37	91.67
900 "	93.07	92.37
1000"	93.9	93.1
1100"	94.77	94.17
1111"		94.2
1123"	94.97	
1183"		94.92
1195"	95.57	
1300"	96.7	96.2
1500"	98.95	98.53
1600"	99.5	99.0
1900"	100.65	100.3
2000 ft.	100.7	100.74
2314 "		103.14
2319 "	102.78	

At Center of Curved Curbing on North Street, at

S. W.	curb corner	2nd St.	94.76
S. E.	"	" "	94.6
N. W. C.	"	De Kalb Ave.	92.1
N. E.	"	" "	91.7
S. W.	"	Third St.	92.6
S. E.	"	" "	92.6
N. W.	"	Fifth "	99.0
N. E.	"	" "	98.9
S. W.	"	" "	99.6
S. E.	"	" "	99.5
N. W.	"	Sixth "	100.3
N. E.	"	" "	100.4
S. W.	"	" "	100.8
S. E.	"	" "	100.8

On South Line of North Street at

W.	Curb line	Second St.	94.86
E.	" "	" "	95.0
W.	" "	Third "	93.22
E.	" "	" "	92.77
W.	" "	Fifth "	99.8
E.	" "	" "	99.8
W.	" "	Sixth "	101.0
E.	" "	" "	101.0

On North line of North Street at

W.	Curb line	De Kalb Ave.	91.5
E.	" "	" "	91.4
W.	" "	Fifth "	99.2

			On North line of north Street at
E.	Curb line	Fifth St.	99.3
W.	" "	Sixth "	100.4
E.	" "	" "	100.5

The curbing shall extend between the various points of elevation above given on uniform ascents or descents, as the case may be, distance given above city datum being in feet and decimals of a foot, and at alley intersections along the north and south sides of North Street shall extend from grades given at points of tangency at alley intersections on uniform gradd to the grade of the upper inside line of the surface of the sidewalks on each side of such alley intersections, at such points, respectively, along the parkway edge of the curb to its terminus and from thence along the upper parkway edge of the alley pavement.

DE KALB AVENUE.

The elevations of the curbing on either side at points perpendicular to the center line of said Avenue, at the following distances measured along said center line, from the north line of North Street shall be as follows:

North line of North St.	Elevation E. Curb.	Elevation W. Curb
	91.4	91.5
50 ft. northerly	89.75	89.6
100 " "	88.1	87.8
150 " "	86.5	86.2
200 " "	85.1	84.9
250 " "	83.8	83.5
300 " "	82.8	82.4
325 " "	82.4	81.9
350 " "		81.45
400 " "		80.6
450 " "		79.75
470 " "	79.8	79.4
500 " "	79.3	78.9
550 " "	78.45	78.05
600 " "	77.6	77.2
650 " "	76.75	76.35
700 " "	75.9	75.5
750 " "	75.05	74.65
810 " "	74.0	73.67

POND STREET.

The elevations of the curbing on either side at points perpendicular to the center line of said street, at the following distances measured along said center line, from the west line of Fourth Street, shall be as follows:

West line of Fourth St.	Elevation N. Curb.	Elevation S. Curb.
	87.5	87.5
36 ft. Westerly	86.65	86.75
86 " "	85.4	85.6
136 " "	84.5	84.8
186 " "	83.65	84.0
236 " "	82.8	83.2
286 " "	81.9	
336 " "	81.0	
386 " "	80.15	
406 " "	79.8	
286 " "		82.7
336 " "		82.3
386 " "		82.0
402 " "		82.1

The curbing shall extend between the various points of elevation given on uniform slopes, distances being given in feet and decimals of a foot above said city datum.

CONSTRUCTION OF CURB AND GUTTER.

The subgrade for the curb and gutter shall be prepared by such excavation or filling, as the case may be, as shall be necessary to bring the subgrade when completed as herein provided, to a firm and uniform surface twelve inches below the upper surface of the curb and seven inches below the upper surface of the gutters when the curb and gutter shall be constructed on the lines and at the grades herein established, and provided.

In preparing the subgrade for the curb and gutter, all necessary filling shall be made from earth of suitable material, free from animal and vegetable matter, thoroughly tamped so as to

produce a firm surface, and the surface of the subgrade shall be properly dressed with hand tools to a smooth and suitable surface.

Upon the subgrade thus prepared a combined concrete curb and gutter shall be built at locations and grades hereinbefore, and of the materials and in the manner hereinafter provided.

The back of the curb shall be vertical and twelve inches high. The gutter slab shall be seven inches in thickness and eighteen inches in width. The curb shall have a thickness of six inches from the base to the upper surface of the gutter, which shall be five inches below the top of the curb, and the thickness of the curb ~~and the gutter corner~~ shall decrease gradually from six inches at the gutter edge to five inches at the top of the curb, and the upper roadway edge of the curb and the gutter corner shall be rounded to a circular arc of one inch radius.

Forms for the curb and gutter dimensioned to produce the shape and size above provided shall be securely placed upon the subgrade and well moistened before the concrete is placed. Expansion joints shall be placed in the curb and gutter at points opposite location of expansion joints in the paving slab. The expansion joints shall be formed by inserting during construction and leaving in place prepared strips of fibre matrix one quarter inch thick extending through the entire thickness of the curb and gutter, which shall be constructed between such joints in six foot lengths, separated by means of division plates of one eighth inch metal exactly conforming to the cross section of the curb and gutter, and shall be oiled and installed in the forms before concrete is placed, and maintained at right angles to the surface and perpendicular to the line of the curb, and withdrawn when the concrete has hardened sufficiently to keep the edges from joining.

All materials for the curb and gutter shall be the same in respect to quality, measurement, proportions, coarse and fine aggregate, measuring, mixing, retempering and consistency as hereinafter provided for concrete pavement.

PLACING CONCRETE:

Surface of the subgrade shall be wet but show no pools of water when the concrete is placed. Concrete when mixed shall be placed at once in the forms, and then tamped and spaded until a thin coat of mortar is against the forms, and no coarse aggregate showing when forms are removed. Exposed concrete portion of the curb and gutter shall be one eighth inch in thickness less than the completed section, when the base or first course has been completed.

Whole sections shall be constructed without interruption. When mixing is suspended for forty-five minutes or longer, material in excess of a completed section shall be wasted. No concrete shall be placed when the temperature is below thirty-five degrees Fahrenheit.

FINISHING COAT:

Before the first or base course has begun to harden, there shall be spread upon the top and exposed face of the curb and gutter a mortar finishing coat of one eighth inch thickness, and after the finishing coat is in place and before it has begun to harden, it shall be made smooth by floating and trowelling. The mortar shall consist of one part cement to two parts fine aggregate properly mized and moistened.

When the completed curb and gutter has hardened sufficiently, it shall be brushed with a calcimine brush dipped in water and shaken, and no marks left on the surface of the work by brushing. Edges of the curb and joints between sections shall be edged with an edging tool having a radius of not over one quarter inch.

CURING AND PROTECTION:

Concrete shall be kept covered with moist earth and protected from the sun for seven days after forms have been removed.

As soon as concrete has hardened sufficiently after construction, forms shall be removed and earth banked against the outside of the curb for a width of not less than one foot.

STORM WATER INLETS:

Storm water inlets, constructed as hereinafter provided, shall be located at each of the following named points on the course of the improvement:

North Street.
At points on curb line.

One on the South curb line, 5 feet west of west line of Second Street;
One on each side of Second Street at south line of North Street;
One on the North side, 5 feet west of west line of De Kalb Avenue;
One on each side, 5 feet West of West line of Third Street;
One on each side, 5 feet east of the east line of Third Street;
One on the east curb line and one on west curb line of Third Street on south line of North Street;
One on the east curb line and one on west curb line of Fifth street on south line of North Street;
One on each side of North Street, 5 feet east of the east line of Fifth Street;
One on each side of Sixth Street at North and south lines of North Street;
One on each side of North Street 5 feet east of Sixth Street;

De Kalb Avenue.

One on each curb line, 325 feet from North Street.
One on each curb line, 450 feet from North Street.

Pond Street.

One on each curb line, 236 feet from Fourth Street.
One on south curb line, 386 feet from Fourth Street.

CONSTRUCTION OF STORM WATER INLETS:

The storm water inlets shall be circular in form and of thirty inches internal diameter, composed of six inch concrete base and side walls and fitted with suburban style cast iron curb and gutter inlet, weighing not less than two hundred five pounds and covered with a grated iron cover weighing not less than ninety-five pounds, cover to be flush with the gutter and curb side, and top to be flush with the concrete curb, and surface of the concrete bottom to be four feet below the upper surface of the gutter.

Concrete for the base and side walls shall be composed of one part best Portland cement, two and a half parts clean sharp sand and four parts clean washed gravel, to be mixed and put in position in the manner in this ordinance provided for base course for concrete curb and gutter.

Side walls shall be reinforced with four No. 6 steel wires set horizontally in the concrete and equally apart, and two inches in from the outer surface of the walls.

The manhole curb shall be fitted in at the points designated with the upper surface of the inlet flush with the gutter.

An eight inch sewer pipe shall be placed two feet above the bottom of each inlet, and connected on as direct a course as possible with sewer pipe of the same size with the nearest storm water drain to such inlets, respectively.

GUTTER INLETS:

Gutter inlets, constructed as hereinafter provided, shall be located at the following named points on the course of said improvement;

One at center curved curb at Southwest curb corner of Second Street;
One at straight curb north side of North Street, 15 feet east from West line of Third Street;
One at curved curb North East corner Fifth Street and
One at curved curb South East corner Fifth Street;

One at curved curb at each of the four corners of Sixth Street;

CONSTRUCTION OF GUTTER INLETS:

The gutter inlets shall consist of a perforated cast iron cover seven inches in diameter, with cast iron rim seven inches deep, to receive the same, set in the surface of the concrete in the gutters adjoining the curb lines as herein located. The inlets shall be of the general shape and equal in all respects to the cast iron lamp hole covers and rims manufactured by Clow & Company, except that the cover shall have at least eight one inch circular openings, and the cast iron portion shall weigh not less than eighty-five pounds.

Immediately below the casting shall be set in concret six inches deep as herein specified for curbing, a six inch forty-five degree elbow of vitrified No. One sewer pipe, with its outlet in the direction of the storm water sewer to which it connects, and six inch No. One vitrified sewer pipe connected thereto in as direct a line as possible to said storm water sewer.

All excavations made shall be solidly back filled with suitable earth, properly compacted, unless the same be made outside the area of the pavement. In such cases the excavation shall be re-filled without compacting and neatly rounded over the trench.

HOUSE SEWER AND WATER CONNECTIONS:

House sewer service connections shall be laid in front of the following described premises on the course of said improvement:

Lot, 1 Block 4, Lewis Huntley's Addition.
" 10, " 4 -do-
3 in front of " 10, " 5, -do-
1 " " " " 12, " 3, Ellwood Syndicate Addition.
The So. 60 ft." 13, " 3, -do-
excepting W. 43 ft. thereof

The South 83 feet of Lot 1, Block 5, W. B. King's Addn.
The West 45 " " " 2, " 5, -do-
2 in front of E. 24 " " " 2, " 5, -do-
and" 3, " 5, -do-
2 in front of Outlot A. Larson's Addition.
1 in front of Lot 8, Block 2, Ellwood Syndicate Addn.
3 in front of Lots A, B and C of Hay's Subdivision of a part of Block 3, Ellwood Syndicate Addition.
1 in front of Lot 2, Block 3, Ellwood Syndicate Addn.
1 in front of " 3, " 3, -do-
1 in front of " K, " 1, Langlois & Townsend's Resubdivision of a part of the Ellwood Syndicate Addition.

WATER SERVICE CONNECTIONS:

Water service connections shall be laid in front of the following described premises on the course of said improvement:

2 in front of Lot A of Larson's Addition.
2 in " " " 11, Block 2, Ellwood Syndicate Addition.
1 in " " the No. 25 ft. of Lots 10 Block 2, and
1 " " " S. 25 ft. " " 9, " 2, -do-
1 " " " " 8, " 2, -do-
1 " " " " K, " 1, Lang. & T. Res.
1 " " " " M, " 1, -do-
1 " " " " 1, Peterson's Sec. Add.
1 " " " " 2, -do-
1 " " " " 3, -do-
1 " " " " 2, Block 3, Ellw. Synd. Add.
1 " " " " 3, " 3, -do-
1 " " " " 4, " 3, -do-
2 in " " " 7, " 3, -do-
1 " " " " B, Hay's Sub. of part of Lot 3, Ellwood Synd. Addn.
1 " " " " C, -do-
1 " " " " D, -do-

House sewer connections shall be laid at an average depth of five and a half feet, of six inch No. One vitrified sewer tile pipe. Connections to the main sanitary sewer shall be made at the Y branches left therefor at each lot, and shall be made, when deeper than seven feet in the street by bringing the grade line of the sewer by proper special No. One sewer pipe elbows and straight No. One sewer pipe to the depth of seven feet

in a horizontal distance of three feet toward the lot from the main sewer. The joints shall be properly cemented and wiped and vitrified clay pipe stoppers placed in the ends at the street line.

House water connections shall be made when possible in the same trench with house sewer connections, and shall be laid at least five feet deep. Where there are no house sewers the water connections shall be made by excavating new trenches to connect the city water mains with the lots. The pipe shall be suitable double strength 5/8 inch No. One lead Pipe, connected at the city water main by a 5/8 inch corporation stop cock and left at the street line with a ground key curb cock and provided with an approved cast iron extension service box, with stationery rod attachment. The cocks and service boxes shall be of approved make and equal in quality and design to that manufactured by R. Mueller Mfg. Co.

All trenches for house sewer and water connections shall be solidly back filled with earth properly compacted, except in the parking area, where the earth shall be neatly rounded over the trenches.

Both house sewer and water service connections shall be brought to the lot line.

GRADING AND PAVING:

The roadways of the several streets and places to be improved under this ordinance, including the roadways of intersecting streets, shall, after the curb and gutter has been set thereon as in this ordinance provided, be graded and paved between the roadway faces of the gutter as hereinafter provided.

DEFINED: Grading shall include all cuts, fills, approaches and all earth moving for whatever purpose where such work is an essential part of or necessary to the prosecution of the contract.

All of the necessary grading herein provided for shall conform as to subgrade, depth and cross-section as herein provided.

HAUL: All surplus excavated materials shall be removed and disposed of by the Contractor, as directed by the Engineer.

No additional compensation will be paid to the Contractor for hauling such surplus excavated material a distance of less than 4000 feet average round trip haul.

Excess surplus excavation may be placed upon any private or public land adjoining the improvement, with the consent of the private owner or the City as the case may be.

CUTS AND FILLS: In cuts, no excavation shall be made below the grade line of the finished subgrade.

Embankments shall be formed of earth or other approved materials and shall be constructed in successive layers, each of which shall extend entirely across the width to be filled. Each layer, which shall not exceed one (1) foot in depth, shall be thoroughly rolled with a roller weighing not less than ten (10) tons, before the succeeding layer is placed.

When the earth work is completed and thoroughly rolled, the cross-section of the road bed shall be at the required subgrade of the pavement.

Grading shall be paid for in solid excavation only by the cubic yard as determined by the engineer.

The parkways throughout the course of the improvement shall be neatly graded, leveled and smoothed, from the top of the curb for a distance of three feet to meet the existing parkway surface.

ADJUSTMENT OF MANHOLE CASTINGS:

The cast iron covers and tops of all manholes shall be set to the proper grade together with the readjustment of any existing fixtures of like nature. The brick walls of the manholes shall be cut off or added to as the case may be, in a workmanlike manner and all bases set in Portland cement Mortar of one part cement to three parts of torpedo sand

properly wetted mixed. The brick required for new or additional manhole walls shall br hard burned and laid in the cement mortar above specified. All brick for manhole walls or other purposes will be furnished by the city free of charge.

All manholes, inlets and drains under the paving shall be constructed and back filled not less than two (2) weeks before the actual placing of the concrete.

SUB-GRADE:

CONSTRUCTION: The subgrade shall be brought to an elevation below the established grade of the finished street, an amount equal to the thickness of the pavement hereinafter mentioned.

The subgrade shall be brought to a firm uniform density by rolling the area with a self propelled roller of not less than ten tons weight. All portions of the surface of the subgrade which are inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than fifty (50) pounds; the face of which shall not exceed one Hundred (100) square inches in area. All soft, spongy, or yielding spots, and all the vegetable or other perishable matter shall be entirely removed and the space refilled with firm material.

In cuts the subgrade shall be so constructed that no material is excavated below the grade line.

PAVEMENT SECTION:

WIDTH, THICKNESS AND CROWN:

The subgrade of the improvement shall be covered with a one mix concrete pavement, 7 inches in depth and covering the area between the curb and gutter lines within the area of the improvement.

JOINTS:

WIDTH, DEPTH AND LOCATION:

Transverse joints shall be placed across the pavement perpendicular to the center line not more than 36 feet apart, except at intersections. Transverse joints shall be one-quarter ($\frac{1}{4}$) inch in width and shall extend from edge to edge of pavement.

Transverse joints shall be located within the area of the pavement at intersections bounded by the property line of the intersecting streets. The joints shall be so laid out that the direction of traffic in all instances shall be at right angles or nearly thereto.

All joints shall extend through the entire thickness of the pavement and shall be perpendicular to the surface of the pavement.

All metal manhole, catch basin covers, and other fixed objects in the pavement, shall be separated from the concrete by joint filler, which shall extend through the entire thickness of the pavement.

JOINT FILLER:

Joint filler shall consist of prepared strips of fibre matrix and bitumen or similar material of approved quality one-quarter ($\frac{1}{4}$) inch in thickness. The width of the filler shall be not less than one (1) inch greater than the thickness of the pavement at any joint between the edges.

INSTALLATION:

All joints except as otherwise specified shall be formed by inserting during construction and leaving in place the required thickness of joint filler which shall extend through the entire thickness of the pavement.

After the joint filler is placed, the concrete shall be tamped along both sides of the joint filler for the entire width of the pavement with a combination curb tamper.

Any mortar from the concrete containing water in excess of that specified hereinafter under consistency, which may be

placed next to the joint filler, shall be removed and replaced with a mixture of coarse aggregate and mortar of such consistency that it may be tamped as specified.

After the concrete has been placed and when sufficiently hard enough to walk upon without injury to the surface of the pavement, the joint filler shall be cut off to a heighth of three-eighth's (3/8) inch above the finished surface of the pavement.

PROTECTION PLATES:

The edges of all concrete at the end of all unprotected street and alley returns, shall be protected with single, soft steel protection plates. The upper edge of the plate shall be even with the adjoining surface of the concrete and conform to the pavement crown.

Soft steel plates for the protection of the edges of the concrete at the end of all street and alley returns, shall be two and one-half ($2\frac{1}{2}$) inches in depth and three-sixteenths(3/16) inch average thickness. The plates shall be of such form as to provide for rigid anchorage to the concrete.

CONCRETE MATERIALS.

CEMENT:

The cement shall meet the requirements of the Standard specifications and Tests for Portland Cement adopted by the American Society for Testing Materials, September 1, 1916, a copy of which has been placed on file with the City Clerk of the City of De Kalb, Illinois, and which is incorporated herein by reference as fully as if copied in full herein.

FINE AGGREGATE:

Fine aggregate shall consist of natural sand or pebbles, consisting of quartzite grains or other equally hard material graded from fine to coarse, with the coarse particles predominating. Fine Aggregate, when dry, shall pass a screen having four (4) meshes per lineal inch, not more than twenty-five (25) per cent shall pass a sieve having fifty (50) meshes per lineal inch, and not more than five (5) per cent shall pass a sieve having one Hundred (100) meshes per lineal inch. Fine aggregate shall not contain vegetable or other deleterious matter nor more than three (3) per cent by weight of clay or loam.

Fine aggregate shall be of such quality that mortar composed of one (1) part Portland Cement and three (3) parts fine aggregate, by weight, when made into briquettes, shall show a tensile strength (at seven (7) and twenty-eight (28) days) equal to or greater than the strength of briquetees composed of one (1) part of the same cement and three (3) parts standard Ottawa sand by weight. The percentage of water used in making the briquettes of cement and fine aggregate shall be such as to produce a mortar of the same consistency as that of the Ottawa sand briquettes.

COARSE AGGREGATE:

Coarse aggregate shall consist of clean, hard, tough, durable pebbles graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles.

All coarse aggregate shall be well graded and when tested by means of laboratory screens, shall meet the following requirements:

Passing 2 inch screen, 100%
" 1 " " 50%
" $\frac{1}{2}$ " " , not more than 10%;

The amount of coarse aggregate retained on and passing the intermediate screen as specified above, shall constitute fifty (50) per cent of the total volume of coarse aggregate used in each batch of concrete.

PLACING AGGRECATE:

Neither fine nor coarse aggregate as such for the concrete shall be placed upon the subgrade.

WATER:

Water shall be clean, free from oil, acid,alkali or vegetable matter.

MEASURING MATERIALS AND MIXING CONCRETE.

MEASURING MATERIALS:

A sack of Portland Cement (94 pounds net) in the original container shall be considered one (1) cubic foot.

A measuring box of one (1) cubic foot capacity solid measure, shall be furnished and used in checking the proportionate quantities of fine and coarse aggregate wherever directed by the Engineer.

MIXING:

The materials shall be mixed in a BATCH MIXER OF APPROVED TYPE and irrespective of the size of the batch and rate of speed of the drum, mixing shall continue after all materials are in the drum, for not less than one (1) minute before any part of the batch is discharged. The drum shall be completely emptied before receiving material for the succeeding batch. The drum shall revolve at a rate of speed specified by the manufacturer for the particular mixer used, but it shall revolve not less than fourteen (14) nor more than twenty (20) revolutions per minute. The volume of the mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material, and no mixer shall be used which requires less than one (1) sack of cement per batch. The mixer shall be provided with an accurate, positive and practical water measuring device, and with an automatic timing device for determing the length of time of mixing the concrete. When the mixer is stationed on the subgrade it shall be equipped with a boom and bucket for delivery of the mixed concrete.

Proportions:

The concrete for the pavement shall be mixed in the proportions of one (1) sack of Portland Cement to two (2) cubic feet of fine aggregate and three and one-half ($3\frac{1}{2}$) cubic feet of coarse aggregate.

A cubic yard of concrete in place shall contain not less than one and sixty-two hundredths (1.62) barrels of cement.

CONSISTENCY:

The materials shall be mixed with sufficient water to produce a concrete which will hold its shape when deposited upon the subgrade.

The consistency shall not be such as to cause a separation of the mortar from the coarse aggregate in handling.

REINFORCING.

FABRIC REINFORCING:

The concrete pavement shall be reinforced with a steel mesh fabric weighing not less than forty (40) pounds per hundred (100) square feet. The spacing of main members of the fabric shall not exceed six (6) inches and the spacing of the ties or secondary members of the fabric shall not exceed twelve (12) inches.

Reinforcing fabric shall be placed not less than two and one-half ($2\frac{1}{2}$) inches below the finished surface of the pavement. The reinforcing fabric shall be laid with the main members perpendicular to the center line of the pavement and shall extend across the full width of pavement to within two (2) inches of the edges and all joints, but shall not cross the joints. Adjacent widths of fabric shall be lapped not less than four (4) inches when the lap is made perpendicular to the center line of the pavement and not less than one (1) foot when the lap is made parallel to the center line of the pavement. The fabric shall be cut to the length specified and shall be rolled or otherwise made to lie flat before being placed over the surface of the concrete.

PLACING CONCRETE.

PLACING CONCRETE:

Immediately prior to placing any concrete the subgrade shall be checked for width and grade, and accepted by the Engineer or his representative.

The surface of the subgrade shall be wet, but shall show no pools of water when the concrete is placed.

After mixing, the concrete shall be deposited rapidly upon the subgrade and spread uniformly even to the depth required for the reinforcing in successive batches and in a continuous operation without the use of intermediate forms or bulkheads between expansion joints.

As the work progresses the concrete above the reinforcing shall be raked and spread by means of a strike board or "lute" uniformly even over the entire area and to the exact grade of the finished pavement.

FINISHING:

as soon as possible after the concrete has been struck off, it shall be rolled to a smooth, even surface with an approved metal roller. The roller shall be hollow, it shall be six (6) feet in length, not less than twelve (12) inches in diameter, and shall weigh not less than one (1) pound per lineal inch. It shall be divided vertically through the center into two rollers, each revolving on the same axle, and leaving a one (1) inch space between them, to allow rolling on both sides of the projecting joint filler at the same time. The roller will be provided with such fastenings that ropes may be attached to both sides, so that it can be pulled across the pavement. The roller shall be operated at such an angle with the center line of the pavement that it advances along the pavement about two (2) feet for each trip across. The roller shall pass from one edge of the pavement to the other, and at transverse joints shall be set over the projecting joint filler, so that rolling may be done on both sides of the joint at the same time without interfering with the position of the joint filler. After the roller has covered a given area in the manner described, the same area shall be similarly rolled not less than three (3) times at intervals of fifteen (15) to forty (40) minutes, depending on the stiffening of the concrete, and as many additional times as may be necessary to remove excess water.

After the rolling has been completed the pavement shall be rubbed smooth of all ridges or depressions left by the roller, and brought to a true and even surface by the use of a long handle float and finished by belting not less than twice as hereinafter described. The belts shall be eight (8) inches in width, and not less than three (3) feet longer than the width of the pavement and made of three (3) layers of ten (10) ounce canvas, saturated in kerosene oil.

For the application of the first belt, vigorous strokes at least twelve (12) inches long shall be used and the longitudinal movement of the belt along the pavement shall be very slight.

For the application of the second belt, which shall be immediately after the water glaze or sheen disappears, the stroke of the belt shall be not more than four (4) inches and the longitudinal movement shall be a continuous forward movement.

A straight edge, eight (8) feet in length, notched at the center, shall be used for testing each transverse joint immediately after the last rolling and shall show a bearing for its entire length. The straight edge shall be placed over the joint, parallel to the center line of the pavement and moved across from curb to curb. When upon testing the surface of the concrete is shown to be high or low, concrete will be added or removed to bring the surface to its true shape.

The concrete adjoining transverse joints shall be dense in character and after rolling shall be finished with a wood float, which is divided through the center and which will permit finishing on both sides of the filler at the same time.

When the concrete shall have become sufficiently hard to work, the surface of the pavement for a distance of five (5) inches on each side of the joint filler shall be finished with a metal trowel, and the edges of the joint shall be rounded with an edging tool having a radius not greater than one quarter ($\frac{1}{4}$) inch.

For a distance of twelve (12) inches in from the edge of the pavement at the sides, the concrete shall be made dense and smooth and finished with a metal trowel.

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The edges of the pavement shall be rounded slightly with an edging toll having radius not greater than one quarter (¼) inch.

The finished surface of the pavement shall not vary more than one quarter (¼) inch in three feet from the specified contour.

PROTECTION.

CURING AND PROTECTION:

Except as hereinafter specified, the surface of the pavement shall be sprayed with water as soon as the concrete is sufficiently hardened to prevent pitting, and shall be kept wet until an earth or other approved covering is placed. As soon as it can be done without damaging the concrete, the surface of the pavement shall be covered with not less than two (2) inches of earth or other material approved by the Engineer, which cover shall be kept wet for at least ten (10) days. When deemed necessary or advisable by the Engineer, freshly laid concrete shall be protected by canvas until such earth covering can be placed.

In hot weather under the most favorable conditions for hardening, the pavement shall be closed to traffic for not less than fourteen (14) days, and in cool weather for an additional time, to be determined by the Engineer.

CROWN.

A transverse section of the finished surface of the pavement shall be a true arc of a vertical circle convex upwards, meeting the curbs five (5) inches below the top surface thereof, and having a crown or rise which shall bring the arc tangent at the center line to a plane one and a half (1½) inches below the top surface of the curbing on each side of said roadways, except at sidewalks of intersecting streets. At all sidewalk crossings the crown of the pavement surface shall continue from the center line of the street on the convex arc of a circle as above described, to points four feet distant from and parallel to the curb lines. From such points the surface of the pavement within the area of the abutting sidewalk lines shall rise uniformly to the top of the curbing at abutting sidewalks. From outer sidewalk lines at street intersections the surface within a distance of four feet of the curbing shall be gradually returned to the regular crowned surface at points five feet distant therefrom. From the inner sidewalk lines at street intersections the surface shall be gradually lowered along the straight and curved curbing so that, at the center of the curved curbing, the pavement surface shall be two inches below the top of the curb and shall slope from thence toward the center of the intersection directly to a point four feet distant from the curbing where the surface shall meet the regular crowned pavement surface as above provided.

Section 2. The recommendation of the Board of Local Improvements of said City for the passage of this ordinance and the construction of said improvement, together with an estimate of cost thereof over the signatures of James E. Lewis, President, and W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

Section 3. The expense of connecting the drain sewer inlets with existing storm drains, and of adjusting existing drain inlets to the finished surface of said pavement, as in this ordinance provided, shall be paid by general taxation.

Section 4. The remainder of said improvement shall be made and the cost thereof, including the sum of Two Thousand Fifty-two Dollars and Seventy-four Cents ($2052.74, being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefitted thereby, in accordance with the provisions of an Act of the General Assembly of the State of Illinois, entitled, "An Act concerning Local Improvements," Approved June 14, 1897, in force Julyl, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of

Two Thousand Fifty-two Dollars and Seventy-four cents ($2052.74) shall be applied towards the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said act and all amendments thereof.

Section 5. The City Attorney of said City is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof,

Section 6. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at Special meeting thereof held January 22, 1923, and approved by me, this 23rd day of January, A. D. 1923.

James E Lewis
Mayor.

Attest:
G R Blackman
City Clerk.

To the Board of Local Improvements of the City of De Kalb, De Kalb County, Illinois:

The undersigned, President and Engineer of the Board of Local Improvements of said city, do hereby, in accordance with a resolution of said Board of the date of January 2nd, 1923, submit herewith their estimate of the cost of construction by special assessment of the following described local improvement, within said city, to-wit:

The improvement of the roadway of North Street from the Easterly line of First Street to the Westerly line of Seventh Street, including all roadways of intersecting streets and alleys within the area of North Street not now paved, and the roadways of De Kalb Avenue and Pond Street, by necessary grading, adjustment ofsanitary sewer and storm drain manholes to new grade, construction of additional storm water and gutter inlets and connecting same to existing drain sewer by 8 inch and 6 inch vitrified pipe sewer respectively, laying and installing of house sewer and water connections in front of all premises not now connected therewith or supplied with the same, and paving said roadway with a steal reinforced sand, gravel and Portland cement concrete pavement with bitumen fibre matrix joint filler, seven inches thick and 21 feet in width, with sidewings of intersecting streets paved likewise and roadways of alleys within the area of North Street paved 14 feet wide, and curbing the same with sand, gravel and Portland cement combined concrete six inch curb and eighteen inch gutter, with soft steel protective plates at exposed edges of pavement, as follows:

8731 Sq. yds. of sand, gravel and Portalnd cement concrete pavement, 7 inches thick, including steel mesh wire reinforcement and fibre bitumen matrix at joints, protection and cure of finished pavement and removal of protective material, at $2.65 per sq. yd.,	$23,137.15
7056 lineal feet of sand, gravel and Portland cement combined concrete curb and gutter, 12 inches deep and 6 inches thick with exposed face 5 inches High. Gutter 18 inches wide and 7 inches thick, at $.85 per lineal ft.	5,997.60
250 lineal feet of soft steel protective plates 3/6 x 2½ inches at exposed edges of concrete pavement, at 15¢ per ft.	37.50
17 Manholes, adjusted to grade, at $5.00 each,	85.00

27 Storm Water Inlets with 30 inch circular concrete catch basin, 6 inch wall and base, 4 feet deep, cast-iron curb and gutter inlets at $30.00 each,	$810.00
8 cast Iron Gutter Inlets at curved curb corners at $15.00 each,	120.00
600 lineal feet of 8 inch vitrified pipe sewer to connect gutter inlets to drains, at $1.00 per foot,	600.00
100 lineal feet of 6 inch vitrified pipe sewer to connect gutter inlets to drains, at $.60 per foot,	60.00
20 House Sewer Connections of 6 inch vitrified pipe sewer, cemented joints and clay stoppers at ends, at $30.00 each,	600.00
19 water Service Connections, 5/8 inch lead pipe, laid 5 feet deep including corporation cock and cut-off box and curb cock for each, at $35.00 each,	665.00
2100 cu. yds. of excavation above subgrade, at $1.00 per cub. yd.	2100.00
Total cost of work	34212.25
Cost of making, levying and collecting special assessment for said improvement and other lawful expense attending the same, as provided by law,	2052.74
Total estimated cost of said improvement	36265.99

The above estimate includes all work, materials, and labor of every kind necessary for construction of said improvement in accordance with said resolution, complete, and we hereby certify that the same does not, in our opinion, exceed the probable cost of said improvement and the lawful expense attending the same.

Dated January 2nd, 1923.

James E. Lewis
President and

W. M. Hay
Engineer of the Board
of Local Improvements.

Filed January 2nd, 1923.

W. M. Hay
Secretary.

To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

Special Assessment Ordinance, Paving Harrison St.

The undersigned Board of Local Improvements of the City of De Kalb herewith submits an ordinance providing for the improve- of Harrison Street from Lincoln Highway to Locust Street by grading the same adjusting of sanitary sewer and storm drain manholes tonnew grade, constructing of additional storm water inlets and connecting the same with existing drain sewers by 8-inch vitrified pipe sewer and paving said roadway with a steel reinforced sand, gravel and Portland cement concrete pavement with bitumen fibre matrix joint filler, seven inches thick and twenty-one feet in width, and curbing the same with sand, gravel and Portland cement concrete combines six inch curb and eighteen inch gutter, by special assessment, together with an estimate of the cost of said improvement, signed by James E. Lewis, President of said Board and W. M. Hay, Engineer of said Board,as provided by law.

This board states that it has complied with all the provisions of statutes in such case made and provided, relative to said improvement and recommends that the passage of said ordinance by your Honorable Body, and the construction of said improvement as provided in said ordinance, according to the statutes in such case made and provided.

Dated this 22nd day of January, A. D. 1923.

James E. Lewis.
President.

W. P. Hiland

Geo. Hallaron

Chas. Morehead

J. B. Lindstrom

W. W. Hyde
Secretary

BOARD OF LOCAL IMPROVEMENTS
OF THE CITY OF DE KALB,
ILLINOIS.

AN ORDINANCE

providing for the improvement of the roadway of Harrison Street by special assessment.

BE IT ORDAINED BY THE CITY COUNCIL of the City of De Kalb, in the County of De Kalb in the State of Illinois.

Section 1. A local improvement shall be made within said city of De Kalb, in the County of De Kalb in the State of Illinois, the nature, character, location and description of which shall be as follows, to-wit:

The improvement of the roadway of Harrison Street from Lincoln Highway to Locust Street by grading the same, adjusting of sanitary sewer and storm drain manholes to new grade, construction of additional storm water inlets and connecting the same to existing drain sewers by 8-inch vitrified pipe sewer and paving said roadway with a steel reinforced sand, gravel and Portland cement concrete pavement with bitumen fibre matrix joint filler, seven inches thick and twenty-one feet in width, and curbing the same with sand, gravel and Portland cement concrete combined six inch curb and eighteen inch gutter.

CURBING:

A straight curb and gutter, constructed as hereinafter provided, shall be laid, constructed and built along each side of the roadway of said street with the upper parkway edge of same on each side of said roadway twelve and one-half feet distant from and parallel with the center line of said street.

GRADE:

The elevations and grades of the top of the finished curb shall conform to be ~~be~~ identical with the grades hereinafter stated. The crown of the pavement surface transversely across its width shall conform to the arc of a vertical circle convex upwards, meeting the curbs five inches below the top surface thereof and passing through the center line one and a half ($1\frac{1}{2}$) inches below a line drawn from the top of curbing on one side to the top of the curbing on the other side.

The surface of the finished pavement along its center line and of the curb, shall ascend or descend as the case may be in uniform slopes between the joints of elevation herein given.

The elevations expressed are in feet and decimals of a foot above the established city datum, which is a plane loo feet below the top of the stone door step at the main entrance to the City Hall in said City and as established by an ordinance of said City of April 4, A. D. 1914, which elevations shall be as follows:

At points measured south from Locust St.	West Curb Line	E. Curb Line.
At Locust Street	67.54	68.1
100 ft.	69.54	69.8
400 "	75.4	75.9
500 "	77.7	78.2
Lincoln Highway	79.9	80.8

CONSTRUCTION OF CURB AND GUTTER.

The subgrade for the curb and gutter shall be prepared by such excavation or filling, as the case may be, as shall be necessary to bring the subgrade when completed as herein provided, to a firm and uniform surface twelve inches below the upper surface of the curb and seven inches below the upper surface of the gutters when the curb and gutter shall be constructed on the lines and at the grades herein established, and provided.

In preparing the subgrade for the curb and gutter, all necessary filling shall be made from earth of suitable material, free from animal and vegetable matter, thoroughly tamped so as to produce a firm surface, and the surface of the subgrade shall be properly dressed with hand tools to a smooth and suitable surface.

Upon the subgrade thus prepared a combined concrete curb and gutter shall be built at locations and grade hereinbefore, and of the materials and in the manner hereinafter provided.

The back of the curb shall be vertical and twelve inches high. The gutter slab shall be seven inches in thickness and eighteen inches in width. The curb shall have a thickness of six inches from the base to the upper surface of the gutter, which shall be five inches below the top of the curb, and the thickness of the curb shall decrease gradually from six inches at the gutter edge to five inches at the top of the curb, and the upper roadway edge of the curb and the gutter corner shall be rounded to a circular arc of one inch radius.

Forms for the curb and gutter dimensioned to produce the shape and size above provided shall be securely placed upon the subgrade and well moistened before the concrete is placed. Expansion joints shall be placed in the curb and gutter at points opposite location of expansion joints in the paving slab. The expansion joints shall be conformed by inserting during construction and leaving in place prepared strips of fibre matrix one quarter inch thick extending through the entire thickness of the curb and gutter, which shall be constructed between such joints in six foot lengths, separated by means of division plates of one eighth inch metal exactly conforming to the cross section of the curb and gutter, and shall be oiled and installed in the forms before concrete is placed, and maintained at right angles to the surface and perpendicular to the line of the curb, and withdrawn when the concrete has hardened sufficiently to keep the edges from joining.

All materials for the curb and gutter shall be the same in respect to quality, measurement, proportions, coarse and fine aggregate, measuring, mixing, retempering and consistency as hereinafter provided for concrete pavement.

PLACING CONCRETE:

Surface of the subgrade shall be wet but show no pools of water when the concrete is placed.

Concrete when mixed shall be placed at once in the forms, and then tamped and spaded until a thin coat of mortar is against the forms, and no coarse aggregate showing when forms are removed. Exposed concrete portion of the curb and gutter shall be one eighth inch in thickness less than the completed section, when the base or first course has been completed.

Whole sections shall be constructed without interruption. When mixing is suspended for forty-five minutes or longer, material in excess of a completed section shall be wasted. No concrete shall be placed when the temperature is below thirty-five degrees Fahrenheit.

FINISHING COAT:

Before the first or base course has begun to harden, there shall be spread upon the top and exposed face of the curb and gutter a mortar finishing coat of one eighth inch thickness, and after the finishing coat is in place and before it has begun to harden, it shall be made smooth by floating and trowelling. The mortar shall consist of 1 part cement to 2 parts fine aggregate properly mixed and moistened.

When the completed curb and gutter has hardened sufficiently, it shall be brushed with a calcimine brush dipped in water and shaken, and no marks left on the surface of the work by brushing. Edges of the curb and joints between sections shall be edged with an edging tool having a radius of not over one quarter inch.

CURING AND PROTECTION:

Concrete shall be kept covered with moist earth and protected from the sun for seven days after forms have been removed.

As soon as concrete has hardened sufficiently after construction, forms shall be removed and earth banked against the outside of the curb for a width of not less than one foot.

STORM WATER INLETS:

Storm water inlets, constructed as hereinafter provided, shall be located one at each of the following named points on the course of the improvement:

One on the East curb line and one on the West curb line of Harrison Street as in this ordinance located, at points five feet south of the south line of Locust Street.

CONSTRUCTION OF STORM WATER INLETS:

The storm water inlets shall be circular in form and of thirty inches internal diameter, composed of six inch concrete base and side walls and fitted with suburban style cast iron curb and gutter inlet, weighing not less than two hundred five pounds and covered with a grated iron cover weighing not less than ninety-five pounds, cover to be flush with the gutter and curb side, and top to be flush with the concrete curb, and surface of the concrete bottom to be four feet below the upper surface of the gutter.

Concrete for the base and side walls shall be composed of one part best Portland cement, two and a half parts clean sharp sand and four parts clean washed gravel, to be mixed and put in position in the manner in this ordinance provided for base course for concrete curb and gutter.

Side walls shall be reinforced with four No. 6 steel wires set horizontally in the concrete and equally apart, and two inches in from the outer surface of the walls.

The manhole curb shall be fitted in at the points designated with the upper surface of the inlet flush with the gutter.

An eight inch sewer pipe shall be placed two feet above the bottom of each inlet, and connected on as direct a course as possible with sewer pipe of the same size with the nearest storm water drain to such inlets, respectively .

GRADING AND PAVING:

The roadways of the several streets and places to be improved under this ordinance, including the roadways of intersecting streets, shall, after the curb and gutter has been set thereon as in this ordinance provided, be graded and paved between the roadway faces of the gutter as hereinafter provided.

DEFINED: Grading shall include all cuts, fills, approaches and all earth oving for whatever purpose where such work is an essential part of or necessary to the prosecution of the contract.

All of the necessary grading herein provided for shall conform as to subgrade depth and cross-section as herein provided.

HAUL: All surplus excavated materials shall be removed and disposed of by the Contractor, as directed by the Engineer.

No additional compensation will be paid to the Contractor for hauling such surplus excavated material a distance of less than 4000 feet, average round trip haul.

Excess surplus excavation may be placed upon any private or public land adjoining the improvement, with the consent of the private owner of the City as the case may be.

CUTS AND FILLS: In cuts, no excavation shall be made below the grade line of the finished subgrade.

Embankments shall be formed of earth or other approved materials and shall be constructed in successive layers, each of which shall extend entirely across the width to be filled. Each layer, which shall not exceed one (1) foot inddepth, shall be thoroughly rolled with a roller weighing not less than ten (10) tons, before the succeeding layer is placed.

When the earth work is completed and thoroughly rolled, the cross-section of the road bed shall be at the required subgrade of the pavement.

Grading shall be paid for in solid excavation only by the cubic yard as determined by the engineer.

The parkways throughout the course of the improvement shall be neatly graded, leveled and smoothed, from the top of the curb of the curb for a distance of three feet to meet the existing parkway surface.

ADJUSTMENT OF MANHOLE CASTINGS:

The cast iron covers and tops of all manholes shall be set to the proper grade together with the readjustment of any existing fixtures of like nature. The brick walls of the manholes shall be cut off or added to as the case may be, in a workmanlike manner, and all bases set in Portland cement mortar of one part cement to thrde parts of torpedo sand properly wetted mixed. The brick required for new or additional manhole walls shall be hard burned and laid in the cement mortar above specified. All brick for manhole walls or other purposes will be furnished by the city free of charge.

All manholes, inlets, and drains under the paving shall be constructed and back filled not less than two (2) weeks before the actual placing of the concrete.

SUB-GRADE:

CONSTRUCTION: The subgrade shall be brought to an elevation below the established grade of the finished street, an amount equal to the thickness of the pavement hereinafter mentioned.

The subgrade shall be brought to a firm uniform density by rolling the area with a self propelled roller of not less than ten tons weight. All portions of the surface of the subgrade which are inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than fifty (50) pounds; the face of which shall not exceed one hundred (100) square inches in area. All soft, spongy, or yielding spots, and all the vegetable or other perishable matter shall be entirely removed and the space refilled with firm material.

In cuts the subgrade shall be so constructed that no material is excavated below the grade line.

PAVEMENT SECTION.

WIDTH, THICKNESS AND CROWN:

The subgrade of the improvement shall be covered with a one mix concrete pavement, 7 inches in depth and covering the area between curb and gutter lines within the area of the improvement.

JOINTS.

WITH, DEPTH AND LOCATION:

Transverse joints shall be placed across the pavement perpendicular to the center line not more than 36 feet apart, except at intersections. Transverse joints shall be one quarter ($\frac{1}{4}$) inch in width and shall extend from edge to edge of pavement.

Transverse joints shall be located within the area of the pavement at intersections bounded by the property line of the intersecting streets. The joints shall be so laid out that the direction of traffic in all instances shall be at right angles or nearly thereto.

All joints shall extend through the entire thickness of the pavement and shall be perpendicular to the surface of the pavement.

All metal manhole, catch basin covers, and other fixed objects in the pavement, shall be separated from the concrete by joint filler, which shall extend through the entire thickness of the pavement.

JOINT FILLER:

Joint filler shall consist of prepared strips of fibre matrix and bitumen or similar material of approved quality one-quarter ($\frac{1}{4}$) inch in thickness. The width of the filler shall be not less than one (1) inch greater than the thickness of the pavement at any point between the edges.

INSTALLATION:

All joints except as otherwise specified shall be formed by inserting during construction and leaving in place the required thickness of joint filler which shall extend through the entire thickness of the pavement.

After the joint filler is placed, the concrete shall be tamped along both sides of the joint filler for the entire width of the pavement with a combination curb tamper.

Any mortar from the concrete containing water in excess of that specified hereinafter under consistency, which may be placed next to the joint filler, shall be removed and replaced with amixture of coarse aggregate and mortar of such consistency that it may be tamped as specified.

After the concrete has been placed and when sufficiently hard enough to walk upon without injury to the surface of the pavement, the joint filler shall be cut off to a heighth of three-eighths (3/8) inch above the finished surface of the pavement.

PROTECTION PLATES:

The edges of all concrete at the end of all unprotected street and alley returns, shall be protected with single, soft steel protection plates. The upper edge of the plate shall be even with the adjoining surface of the concrete and conform to the pavement crown.

Soft steel plates for the protection of the edges of the concrete at the end of all street and alley returns, shall be two and one half ($2\frac{1}{2}$) inches in depth and three-sixteenths (3/16) inch average thickness. The plates shall be of such form as to provide for rigid anchorage to the concrete.

CONCRETE MATERIALS.

CEMENT:

The cement shall meet the requirements of the Standard Specifications and Tests for Portland Cement adopted by the American Society for Testing Materials, September 1, 1916, a copy of which has been placed on file with the City Clerk of the City of De Kalb, Illinois, and which is incorporated herein by reference as fully as if copied in full herein.

FINE AGGREGATE:

Fine aggregate shall consist of natural sand or pebbles, consisting of quartzite grains or other equally hard material graded from fine to coarse, with the coarse particles predominating. Fine aggregate, when dry, shall pass a scree having four(4) meshes per lineal inch, not more than twenty-five (25) per cent shall pass a sieve having fifty (50) meshes per lineal inch, and not more than five (5) per cent shall pass a sieve having one hundred (100) meshes per lineal inch. Fine aggregate shall not contain vegetable or other deleterious matter nor more than three (3) per cent by weight of clay or loam.

Fine aggregate shall be of such quality that mortar composed of one (1) part Portland Cement and threem(3) parts fine aggregate, by weight, when made into briquettes, shall show a tensile strength (at seven (7) and twenty-eight (28) days) equal to or greater than the strength of briquettes composed one (1) part of the same cement and three (3) parts standard Ottawa sand by weight. The percentage of water used in making the briquettes of cement and fine aggregate shall be such as to produce a mortar of the same consistency as that of the Ottawa sand briquettes.

COARSE AGGREGATE:

Coarse aggregate shall consist of clean, hard, tough, durable pebbles graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles.

All coarse aggregate shall be well graded and when tested by means of laboratory screens, shall meet the following requirements:

Passing 2 inch screen, 100%;
" 1 " " , 50%;
" $\frac{1}{2}$ " " , not more than 10%;

The amount of coarse aggregate retained on and passing the intermediate screen as specified above, shall constitute fifty (50) per cent of the total volume of coarse aggregate used in each batch of concrete.

PLACING AGGREGATE:

Neither fine nor coarse aggregat as such for the concrete shall be placed upon the subgrade.

WATER:

Water shall be clean, free from oil, acid, alkali or vegetable matter.

MEASURING MATERIALS AND MIXING CONCRETE.

MEASURING MATERIALS:

A sack of Portland Cement (94 pound net) in the original container shall be considered one (1) cubic foot.

A measuring box of one (1) cubic foot capacity solid measure, shall be furnished and used in checking the proportionate quantities of fine and coarse aggregate wherever directed by the Engineer.

MIXING:

The materials shall be mixed in a BATCH MIXER OF APPROVED TYPE and irrespective of the size of the batch and rate of speed of the drum, mixing shall continue after all materials are in the drum, for not less than one (1) minute before any part of the batch is discharged. The drum shall be completely emptied before receiving material for the succeeding batch. The drum shall revolve at a rate

of speed specified by the manufacturer for the particular mixer used, but it shall revolve not less than fourteen (14) nor more than twenty (20) revolutions per minute. The volume of the mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material, and not mixer shall be used which requires less than one (1) sack of cement per batch. The mixer shall be provided with an accurate, positive and practical water measuring device, and with an automatic timing device for determing the length of time of mixing the concrete. When the mixer is stationed on the subgrade it shall be equipped with a boom and bucket for delivery of the mixed concrete.

PROPORTIONS:

The concrete for the pavement shall be mixed in the proportions of one (1) sack of Portland Cement to two (2) cubic feet of fine aggregate and three and one-half ($3\frac{1}{2}$) cubic feet of coarse aggregate.

A cubic yard of concrete in place shall contain not less than one and sixty-two hundredths (1.62) barrels of cement.

CONSISTENCY:

The materials shall be mixed with sufficient water to produce a concrete which will hold its shape when deposited upon the subgrade.

The consistency shall not be such as to cause a separation of the mortar from the coarse aggregate in handling.

REINFORCING.

FABRIC REINFORCING:

The concrete pavement shall be reinforced with a steel mesh fabric weighing not less than forty (40) pounds per hundred (100) square feet. The spacing of main members of the fabric shall not exceed six (6) inches and the spacing of the ties or secondary members of the fabric shall not exceed twelve (12) inches.

Reinforcing fabric shall be placed not less than two and one-half ($2\frac{1}{2}$) inches below the finished surface of the pavement. The reinforcing fabric shall be laid with the main members perpendicular to the center line of the pavement and shall extend across the full width of the pavement to within two (2) inches of the edges and all joints, but shall not cross the joints. Adjacent widths of fabric shall be lapped not less than four (4) inches when the lap is made perpendicular to the center line of the pavement and not less than one (1) foot when the lap is made parallel to the center line of the pavement. The fabric shall be cut to the length specified and shall be rolled or otherwise made to lie flat before being placed over the surface of the concrete.

PLACING CONCRETE.

PLACING CONCRETE:

Immediately prior to placing any concrete the subgrade shall be checked for width and grade, and accepted by the Engineer or his representative.

The surface of the subgrade shall be wet, but shall show no pools of water when the concrete is placed.

After mixing, the concrete shall be deposited rapidly upon the subgrade and spread uniformly even to the depth required for the reinforcing in successive batches and in a continuous operation without the use of intermediate forms or bulkheads between expansion joints.

As the work progresses the concrete above the reinforcing shall be raked and spread by means of a strike board or"lute" uniformly even over the entire area and to the exact grade of the finished pavement.

FINISHING:

As soon as possible after the concrete has been struck off, it shall be rolled to a smooth, even surface with an

approved metal roller. The roller shall be hollow, it shall be six (6) feet in length, not less than twelve (12) inches in diameter, and shall weigh not less than one (1) pound per lineal inch. It shall be divided vertically through the center into two rollers, each revolving on the same axle, and leaving a one (1) inch space between them, to allow rolling on both sides of the projecting joint filler at the same time. The roller will be provided with such fastenings that ropes may be attached to both sides, so that it can be pulled across the pavement. The roller shall be operated at such an angle with the center line of the pavement that it advances along the pavement about two (2) feet for each trip across. The roller shall pass from one edge of the pavement to the other, and at transverse joints shall be set over the projecting joint filler, so that rolling may be done on both sides of the joint at the same time without interfering with the position of the joint filler. After the roller has covered a given area in the manner described, the same area shall be similarly rolled not less than three (3) times at intervals of fifteen (15) to forty (40) minutes, depending on the stiffening of the concrete, and as many additional times as may be necessary to remove excess water.

After the rolling has been completed the pavement shall be rubbed smooth of all ridges or depressions left by the roller, and brought to a true and even surface by the use of a long handle float and finished by belting not less than twice as hereinafter described. The belts shall be eight (8) inches in width, and not less than three (3) feet longer than the width of the pavement and made of three (3) layers of ten (10) ounce canvas, saturated in kerosene oil.

For the application of the first belt, vigorous strokes at least twelve (12) inches long shall be used and the longitudinal movement of the belt along the pavement shall be very slight.

For the application of the second belt, which shall be immediately after the water glaze or sheen disappears, the stroke of the belt shall be not more than four (4) inches and the longitudinal movement shall be a continuous forward movement.

A straight edge, eight (8) feet in length, notched at the center, shall be used for testing each transverse joint immediately after the last rolling and shall show a bearing for its entire length. The straight edge shall be placed over the joint, parallel to the center line of the pavement and moved across from curb to curb. When upon testing the surface of the concrete is shown to be high or low, concrete will be added or removed to bring the surface to its true shape.

The concrete adjoining transverse joints shall be dense in character and after rolling shall be finished with a wood float, which is divided through the center and which will permit finishing on both sides of the filler at the same time.

When the concrete shall have become sufficiently hard to work the surface of the pavement for a distance of five (5) inches on each side of the joint filler shall be finished with a metal trowel, and the edges of the joint shall be rounded with an edging tool having a radius not greater than one quarter ($\frac{1}{4}$) inch.

For a distance of twelve (12) inches in from the edge of the pavement at the sides, the concrete shall be made dense and smooth and finished with a metal trowel, and to the exact depth of gutter below top of curb.

The edges of the pavement shall be rounded slightly with an edging tool having a radius not greater than one quarter ($\frac{1}{4}$) inch.

The finished surface of the pavement shall not vary more than one quarter ($\frac{1}{4}$) inch in three feet from the specified contour.

PROTECTION.

CURING AND PROTECTION:

Except as hereinafter specified, the surface of the pavement shall be sprayed with water as soon as the con-

crete is sufficiently hardened to prevent pitting, and shall be kept wet until an earth or other approved covering is placed. As soon as it can be done without damaging the concrete, the surface of the pavement shall be covered with not less than two (2) inches of earth or other material approved by the Engineer, which cover shall be kept wet for at least ten (10) days. When deemed necessary or advisable by the Engineer, freshly laid concrete shall be protected by canvas until such earth covering can be placed.

In hot weather under the most favorable conditions for hardening the pavement shall be closed to traffic for not less than fourteen (14) days, and in cool weather for an additional time, to be determined by the Engineer.

Section 2. The recommendation of the Board of Local Improvements of said City for the passage of this ordinance and the construction of said improvement, together with an estimate of cost thereof over the signatures of James E. Lewis, President, and W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

Section 3. The expense of connecting the drain sewer inlets with existing storm drains, and of adjusting existing drain inlets to the finished surface of the pavement, as in this ordinance provided, shall be paid general taxation.

Section 4. The remainder of said improvement shall be made and the cost thereof, including the sum of Three Hundred Sixteen Dollars and Forty-four cents ($316.44), being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the properly specially benefitted thereby, in accordance with the provisions of an Act of the General Assesmbly of the State of Illinois, entitled, "An Act Concerning Local Improvements", approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of Three Hundred Sixteen Dollars and Forty-four Cents ($316.44) shall be applied towards the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said act and all amendments thereof.

Section 5. The City Attorney of said City is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of De Kalb, praying that necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof.

Section 6. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a Special meeting thereof held January 22nd, and approved by me, this 23rd day of January, A. D. 1923.

James E. Lewis
Mayor.

ATTEST:

G R Blackman
City Clerk.

To the Board of Local Improvements of the City of De Kalb, De Kalb County, Illinois:

The undersigned, President and Engineer of the Board of Local Improvements of said city, do hereby, in accordance with a resolution of said Board of the date of January 2nd, 1923, submit herewith their estimate of the cost of construction by special assessment of the following described local improvement, within said city, to-wit:

The improvement of the roadway of Harrison Street from Lincoln Highway to Locust Street by necessary grading, adjustment of sanitary sewer and storm drain manholes to new grade, construction of additional storm water inlets and connecting the same to existing drain sewers by eight inch vitrified pipe sewer, paving said roadway with a steel reinforced sand, gravel and Portland cement concrete pavement with bitumen fibre matrix joint filler, seven inches thick and twenty-one feet in width, curbing the same with sand, gravel and Portland cement combined concrete six inch curb and eighteen inch gutter, as follows:

1380 sq. yds. of sand, gravel and Portland cement concrete pavement, seven inches thick, including steel mesh wire reinforcement and fibre bitumen matrix at joints, protection and cure of finished pavement and removal of protective material, @ $2.65 per sq. yd.,	$3657.00
1180 lineal feet of sand, gravel and Portland cement concrete combined curb and gutter 12 inches deep and 6 inches thick, with exposed face 5 inches high. Gutter 18 inches wide and 7 inches thick, @.90 per lineal foot,	1062.00
400 cu. yds. of excavation above subgrade @.90 per cu. yd.	360.00
4 Storm Water Inlets with 30 inch circular concrete catch basins, 6 inch wall and base, 4 feet deep with cast iron curb and gutter inlets, @$30.00 each	120.00
60 ft. of 8 inch vitrified pipe sewer drains to connect inlets to storm drains @$1.00 per foot,	60.00
Cost of making, levying and collecting special assessment for said improvement and other lawful expense attending the same, as provided by law,	15.00 316.44
Total estimated cost of said improvement,	$5590.44

3 manholes adjust to grade, $5.00 e

Total cost of work, $5274.00

The foregoing estimate includes all work, materials and labor of every kind necessary for construction of said improvement in accordance with said resolution, complete, and we hereby certify that the same does not, in our opinion, exceed the probable cost of said improvement and the lawful expense attending the same.

Dated January 2nd, 1923.

James E. Lewis
President, and

W. M. Hay
Engineer of the Board of Local Improvements.

Filed January 2nd, 1923.

Wm W. Hyde
Secretary.

To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

pecial Assessment
rdinance, Paving
hirteenth St.

The undersigned Board of Local Improvements of the City of De Kalb herewith submits an ordinance providing for the improvement of Thirteenth Street from Pleasant Street to Lewis Street by grading the same, adjusting sanitary sewer and storm drain manholes to new grade; construction of additional storm water inlets and connecting the same with existing drain sewer by 8-inch vitrified pipe sewer; laying and installing house sewer connections and water connections to lot line in front of all premises not now connected with the same and by paving said roadway, excepting a space eight feet wide in the center of said street, which space is now occupied by the street railway ties and tracks of the De Kalb-Sycamore and Interurban Traction Company, with steel reinforced sand, gravel and Portland cement concrete pavement, seven inches in thickness and nine and one-half feet in width on each side of said space of eight feet, with bitumen fibre joint filler, and curbing the same with sand, gravel and Portland cement concrete combined six inch curb and eighteen inch gutter and by improving said space of eight feet in width in the center of said roadway as in this ordinance provided, by special assessment, together with an estimate of the cost of said improvement, signed by James E. Lewis, President of said Board, and W. M. Hay, Engineer of said Board, as provided by law.

This Board states that it has complied with all the provisions of statutes in such case made and provided, relative to said improvement and recommends that the passage of said ordinance by your Honorable Body, and the construction of said improvement as provided in said ordinance, according to the statutes in such case made and provided.

Dated, this 22nd, day of January, A. D. 1923.

James E. Lewis
President

W. P. Hiland

George Hallaron

Chas. Morehead

J. B. Lindstrom

W. W. Hyde
Secretary.

BOARD OF LOCAL IMPROVEMENTS
OF THE CITY OF DE KALB, ILL.

AN ORDINANCE

providing for the improvement of the roadway of Thirteenth Street from Pleasant Street to Lewis Street, by special assessment.

BE IT ORDAINED BY THE CITY COUNCIL of the City of De Kalb in the County of De Kalb, in the State of Illinois:

1. A local improvement shall be made within said City of De Kalb, in the County of De Kalb in the State of Illinois, the nature, character, location and description of which shall be as follows, to-wit:

The improvement of the roadway of Thirteenth Street from Pleasant Street to Lewis Street by grading the same, adjusting sanitary sewer and storm drain manholes to new grade; construction of additional storm water inlets and connecting the same with existing drain sewer by 8-inch vitrified pipe sewer; laying and installing house sewer connections and water connections to lot lines in front of all premises abutting upon said street which are not now supplied or connected therewith; and by paving the said roadway, excepting a space eight feet in the center of the street, which space is now occupied by street railway ties and

tracks of the De Kalb-Sycamore and Interurban Traction Company, with steel reinforced sand, gravel and Portland cement concrete concrete pavement, seven inches in thickness and nine and one-half feet in width on each side of the said space of eight feet, with bitumen fibre matrix joint filler, and curbing the same with sand, gravel and Portland cement concrete combined six inch curb and eighteen inch gutter and by improving said space of eight feet in width in the center of said roadway as in this ordinance provided.

CURBING:

A straight curb and gutter, constructed as hereinafter provided, shall be laid, constructed and built along each side of the roadway of said street with the upper parkway edge of same on each side of said roadway fifteen and one-half feet distant from and parallel with the center line of said street.

GRADE:

The elevations and grades of the finished curb shall conform to and be identical with the grades hereinafter stated. The crown of the pavement surface transversely across its width shall conform to the arc of a vertical circle convex upwards, meeting the curbs five inches below the top surface thereof and passing through the center line one and a half (1½) inches below a line drawn from the top of curbing on one side of the top of the curbing on the other side.

The grade of the finished pavement along its center line and of the curb, shall ascend or descend as the case may be in uniform slopes between the points of elevation herein given.

The elevations expressed are in feet and decimals of a foot above the established city datum, which is a plane 100 feet below the top of the stone door step at the main entrance of the City Hall in said City and as established by an ordinance of said City of April 4th, A. D. 1914, which elevations shall be as follows:

	W. Curb Line	E. Curb Line
At points measured north from Pleasant St.		
Pleasant Street	99.25	99.4
100 ft.	99.6	99.8
200 "	99.8	100.25
300 "	99.6	99.8
400 "	99.3	99.5
500 "	98.9	99.1
600 "	98.2	98.3
720	97.22	97.12

CONSTRUCTION OF CURB GUTTER.

The subgrade for the curb and gutter shall be prepared by such excavation or filling, as the case may be, as shall be necessary to bring the subgrade when completed as herein provided, to a firm and uniform surface twelve inches below the upper surface of the curb and gutter shall be constructed on the lines at the grades herein established, and provided.

In preparing the subgrade for the curb and gutter, all necessary filling shall be made from earth of suitable material, free from animal and vegetable matter, thoroughly tamped so as to produce a firm surface, and the surface of the subgrade shall be properly dressed with hand tools to a smooth and suitable surface.

Upon the subgrade thus prepared a combined concrete curb and gutter shall be built at locations and grade hereinbefore, and of the materials and in the manner hereinafter provided.

The back of the curb shall be vertical and twelve inches high. The gutter slab shall be seven inches in thickness and eighteen inches in width. The curb shall have a thickness of six inches from the base to the upper surface of the gutter, which shall be five inches below the top of the curb, and the thickness of the curb shall decrease gradually from six inches at the gutter edge to five inches at the top of the curb, and the upper roadway edge of the curb and the gutter corner shall be rounded to a circular arc of one inch radius.

Forms for the curb and gutter dimensioned to produce the shape and size above provided shall be securely placed upon the subgrade and well moistened before the concrete is placed. Expansion joints shall be placed in the curb and gutter at points

opposite location of expansion joints in the paving slab.

-The expansion joints shall be formed by inserting during construction and leaving in place prepared strips of fibre matrix one quarter inch thick extending through the entire thickness of the curb and gutter, which shall be constructed between such joints in six foot lengths, separated by means of division plates of one eighth inch meatl exactly conforming to the cross section of the curb and gutter, and shall be oiled and installed in the forms before concrete is placed, and maintained at right angles to the surface and perpendicular to the line of the curb, and withdrawn when the concrete has hardened, sufficiently to keep the edges from joining.

All materials for the curb and gutter shall be the same in respect to quality, measurement, proportions, coarse and fine aggregate, measuring, mixing, retempering and consistency as hereinafter provided for concrete pavement.

PLACING CONCRETE:

Surface of the subgrade shall be wet but show no pools of water when the concrete is placed. Concrete when mixed shall be at once in the forms, and then tamped and spaded until a thin coat of mortar is against the forms, and no coarse aggregate showing when forms are removed. Exposed concrete portion of the curb and gutter shall be one eighth inch in thickness less than the completed section, when the base or first course has been completed.

Whole sections shall be constructed without interruption. When mixing is suspended for forty-five minutes or longer, material in excess of a completed section shall be wasted. No concrete shall be placed when the temperature is below thirty-five degrees Fahrenheit.

FINISHING COAT:

Before the first or base course has begun to harden, there shall be spread upon the top and exposed face of the curb and gutter a mortar finishing coat of one eighth inch thickness, and after the finishing coat is in place and before it has begun to harden, it shall be made smooth by floating and trowelling. The mortar shall consist of 1 part cement to 2 parts fine aggregate properly mixed and moistened.

When the completed curb and gutter has hardened sufficiently, it shall be brushed with a calciming brush dipped in water and shaken, and no marks left on the surface of the work by brushing. Edges of the curb and joints between sections shall be edged with an edging tool having a radius of not over one quarter inch.

CURING AND PROTECTION:

Concrete shall be kept covered with moist earth and protected from the sun for seven days after forms have been removed.

As soon as concrete has hardened sufficiently after construction, forms shall be removed and earth banked against the outside of the curb for a width of not less than one foot.

STORM WATER INLETS:

Storm water inlets, constructed as hereinafter provided, shall be located one at each of the following named points on the course of the improvement:

One on the East Curb line and one on the West curb line of Thirteenth Street as in this ordinance located, at points three hundred feet north of the north line of Pleasant Street.

CONSTRUCTION OF STORM WATER INLETS:

The storm water inlets shall be circular in form and of thirty inches internal diameter, composed of six inch concrete base and side walls and fitted with suburban style cast iron curb and gutter inlet, weighing not less than two hundred five pounds and covered with a grated iron cover weighing not less than ninety-five pounds, cover to be flush with the gutter and curb side, and top to be flush with the concrete curb, and surface of the concrete bottom to be four feet below the upper surface of the gutter.

Concrete for the base and side walls shall be composed of one part best Portland cement, two and a half parts clean sharp sand and four parts clean washed gravel, to be mixed and put in position in the manner in this ordinance provided for base course for concrete curb and gutter.

Side walls shall be reinforced with four No. 6 steel wires set horizontally in the concrete and equally apart, and two inches in from the outer surface of the walls.

The manhole curb shall be fitted in at the points designated with the upper surface of the inlet flush with the gutter.

An eight inch sewer pipe shall be placed two feet above the bottom of each inlet, and connected on as direct a course as possible with sewer pipe of the same size with the nearest storm water drain to such inlets, respectively.

HOUSE SEWER AND WATER CONNECTIONS:

House sewer and water service connections shall be laid in front of the following described premises on the course of said improvement:

W. L. Ellwood's Addition.

Lot 5	Block	7
7	"	7
18	"	8
23	"	8

House sewer connections shall be laid in front of the following described premises on the course of said improvement:

W. L. Ellwood's Addition.
Lot 15 Block 8

House water connections shall be laid in front of the following described premises on the course of said improvement:

W. L. Ellwood's Addition.
Lot 10 Blcok 7.

House sewer connections shall be laid at an average depth of five and a half feet, of six inch No. One vitrified sewer tile pipe. Connections to the main sanitary sewer shall be made at the Y branches left therefor at each lot, and shall be made, when deeper than seven feet in the street by bringing the grade line of the sewer by proper special No. One sewer pipe elbows and straight No. One sewer pipe to the depth of seven feet in a horizontal distance of three feet toward the lot from the main sewer. The joints shall be properly cemented and wiped vitrified clay pipe stoppers placed in the ends at the street line.

House water connections shall be made when possible in the same trench with house sewer connections, and shall be laid at least five feet deep. Where there are no house sewers the water connections shall be made by excavating new trenches to connect the city water mains with the lots. The pipe shall be suitable double strength 5/8 inch No. One lead pipe, connected at the city water main by a 5/8 inch corporation stop cock and left at the street line with a ground key curb cock and provided with an approved cast iron extension service box, with stationery rod attachment. The cocks and service boxes shall be of approved make and equal in quality and design to that manufactured by R. Mueller Mfg. Co.

All trenches for house sewer and water connections shall be solidly back filled with earth properly compacted, except in the parking area, where the earth shall be neatly rounded over the trenches.

Both house sewer and water service connections shall be brought to the lot line.

GRADING AND PAVING:

The roadways of the several streets and places to be improved under this ordinance, including the roadways of intersecting streets, shall, after the curb and gutter has been set thereon as in this ordinance provided, by graded and paved between the roadway faces of the gutter as hereinafter provided.

DEFINED: Grading shall include all cuts, fills, approaches and all earth moving for whatever purpose where such work is an essential part of or necessary to the prosecution of the contract.

All of the necessary grading herein provided for shall conform as to subgrade depth and cross-section as herein provided.

HAULI All surplus excavation materials shall be removed and disposed of by the Contractor, as directed by the Engineer.

No additional compensation will be paid to the Contractor for hauling such surplus excavated material a distance of less then 4000 feet, average round trip haul.

Excess surplus excavation may be placed upon any private or public land adjoining the improvement, with the consent of the private owner or the City as the case may be.

CUTS AND FILLS: In cuts, no excavation shall be made below the grade line of the finished subgrade.

Embankments shall be formed of earth or other approved materials and shall be constructed in successive layers, each of which shall extend entirely across the width to be filled, Each layer, which shall not exceed one (1) foot in depth, shall be thoroughly rolled with a roller weighing not less than ten (10) tons, before the succeeding layer is placed.

When the earth work is completed and thoroughly rolled, the cross-section of the road bed shall be at the required subgrade of the pavement.

Grading shall be paid for in solid excavation only by the cubic yard as determined by the engineer.

The parkways throughout the course of the improvement shall be neatly graded, leveled and smoothed, from the top of the curb for a distance of three feet to meet the existing parkway surface.

ADJUSTMENT OF MANHOLE CASTINGS:

The cast iron covers and tops of all manholes shall be set to the proper grade together with the readjustment of any existing fixtures of like nature. The brick walls of the manholes shall be cut off or added to as the case may be, in a workmanlike manner, and all bases set in Portland cement mortar of one part cement to three parts of torpedo sand properly wetted mixed. The brick required for new or additional manhole walls shall be hard burned and laid in the cement mortar above specified. All brick for manhole walls or other purposes will be furnished by the city free of charge.

All manholes, inlets, and drains under the paving shall be constructed and back filled not less than two (2) weeks before the actual placing of the concrete.

SUB-GRADE:

CONSTRUCTION: The subgrade shall be brought to an elevation below the established grade of the finished street, an amount equal to the thickness of the pavement hereinafter mentioned.

The subgrade shall be brought to a firm uniform density by rolling the area with a self propelled roller of not less than ten tons weight. All portions of the surface of the subgrade which are inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than fifty (50) pounds; the face of which shall not exceed one hundred (100 square inches in area. All soft, spongy, or yielding spots, and all the vegetable or other perishable matter shall be entirely removed and the space refilled with firm material.

In cuts the subgrade shall be so constructed that no material is excavated below the grade line.

PAVEMENT SECTION.

WIDTH, THICKNESS AND CROWN:

The subgrade of the improvement shall be covered with a one mix concrete pavement, 7 inches in depth and covering the

area between the curb and gutter lines within the area of the improvement.

JOINTS:

WIDTH, DEPTH AND LOCATION:

Transverse joints shall be placed across the pavement perpendicular to the center line not more than 36 feet apart, except at intersections. Transverse joints shall be one-quater ($\frac{1}{4}$) inch in width and shall extend from edge to edge of pavement.

Transverse joints shall be located within the area of the pavement at intersections bounded by the property line of the intersecting streets. The joints shall be so laid out that the direction of traffic in all instances shall be at right angles or nearly thereto.

All joints shall extend through the entire thickness of the pavement and shall be perpendicular to the surface of the pavement.

All metal manhole, catch basin covers, and other fixed objects in the pavement, shall be separated from the concrete by joint filler, which shall extend through the entire thickness of the pavement.

JOINT FILLER:

Joint filler shall consist of prepared strips of fibre matrix and bitumen or similar material of approved quality one-quater ($\frac{1}{4}$) inch in thickness. The width of the filler shall be not less than one (1) inch greater than the thickness of the pavement at any point between the edges.

INSTALLATION:

All joints except as otherwise specified shall be formed by inserting during construction and leaving in place the required thickness of joint filler which shall extend through the entire thickness of the pavement.

After the joint filler is placed, the concrete shall be tamped along both sides of the joint filler for the entire width of the pavement with a combination curb tamper.

Any mortar from the concrete containing water in excess of that specified hereinafter under consistency, which may be placed next to the joint filler, shall be removed and replaced with a mixture of coarse aggregate and mortar of such consistency that it may be tamped as specified.

After the concrete has been placed and when sufficiently hard enough to walk upon without injury to the surface of the pavement, the joint filler shall be cut off to a heighth of three-eighths (3/8) inch above the finished surface of the pavement.

PROTECTION PLATES:

The edges of all concrete at the end of all unprotected street and alley returns, shall be protected with single, soft steel protection plates. The upper edge of the plate shall be even with the adjoining surface of the concrete and conform to the pavement crown.

Soft steel plates for the protection of the edges of the concrete at the end of all street and alley returns, shall be two and one half ($2\frac{1}{2}$) inches in depth and three-sixteenths (3/16) inch average thickness. The plates shall be of such form as to provide for rigid anchorage to the concrete.

CONCRETE MATERIALS.

CEMENT:

The cement shall meet the requirements of the Standard Specifications and Tests for Portland Cement adopted by the American Society for Testing Materials, September 1, 1916, a copy of which has been placed on file with the City Clerk of the City of De Kalb, Illinois, and which is incorporated herein by reference as fully as if copied in full herein.

FINE AGGREGATE:.

Fine aggregate shall consist of natural sand or pebbles, consisting of quartzite grains or other equally hard material graded from fine to coarse, with the coarse particles predominating. Fine aggregate, when dry, shall pass a screen having four (4) meshes per lineal inch, not more than twenty-five (25) per cent shall pass a sieve having fifty (50) meshes per lineal inch, and not more than five (5) per cent shall pass a sieve having one hundred (100) meshes per lineal inch. Fine aggregate shall not contain vegetable or other deleterious matter nor more than three (3) per cent by weight of clay or loam.

Fine aggregate shall be of such quality that mortar composed of one (1) part Portland Cement and three (3) parts fine aggregate, by weight, when made into briquettes, shall show a tensile strength (at seven (7) and twenty-eight (28) days) equal to or greater than the strength of briquettes composed of one (1) part of the same cement and three (3) parts standard Ottawa sand by weight. The percentage of water used in making the briquettes of cement and fine aggregate shall be such as to produce a mortar of the same consistency as that of the Ottawa sand briquettes.

COARSE AGGREGATE:

Coarse aggregate shall consist of clean, hard, tough, durable pebbles graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles.

All coarse aggregate shall be well graded and when tested by means of laboratory screens, shall meet the following requirements:

Passing 2 inch screen, 100%;
" 1 " " , 50%;
" ½ " " , not more than 10%;

The amount of coarse aggregate retained on and passing the intermediate screen as specified above, shall constitute fifty (50) per cent of the total volume of coarse aggregate used in each batch of concrete.

PLACING AGGREGATE:

Neither fine nor coarse aggregate as such for the concrete shall be placed upon the subgrade.

WATER:

Water shall be clean, free from oil, acid, alkali or vegetable matter.

MEASURING MATERIALS AND MIXING CONCRETE.

MEASURING MATERIALS:

A sack of Portland Cement (94 pounds net) in the original container shall be considered one (1) cubic foot.

A measuring box of one (1) cubic foot capacity solid measure, shall be furnished and used in checking the proportionate quantities of fine and coarse aggregate wherever direct by the Engineer.

MIXING:

The materials shall be mixed in a BATCH MIXER OF APPROVED TYPE and irrespective of the size of the batch and rate of speed of the drum, mixing shall continue after all materials are in the drum, for not less than one (1) minute before any part of the batch is discharged. The drum shall be completely emptied before receiving material for the succeeding batch. The drum shall revolve at a rate of speed specified by the manufacturer for the particular mixer used, but it shall revolve not less than fourteen (14) nor more than twenty (20) revolutions per minute. The volume of the mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material, and no mixer shall be used which requires less than one (1) sack of cement per batch. The mixer shall be provided with an accurate, positive and practical water measuring device, and with an automatic timing device for determing the length of time of mixing the concrete. When the mixer is stationed on the subgrade it shall be equipped with a boom and bucket for delivery of the mixed concrete.

PROPORTIONS:

The concrete for the pavement shall be mixed in the proportions of one (1) sack of Portland Cement totwo (2) cubic feet of ine aggregate and three and one-half (3½) cubic feet of coarse aggregate.

A cubic yard of concrete in place shall contain not less than one and sixty-two hundredths (1.62) barrels of cement.

CONSISTENCY:

The materials shall be mixed with sufficient water to produce a concrete which will hold its shape when deposited upon the sub-grade.

The consistency shall not be such as to cause a separation of the mortar from the coarse aggregate in handling.

REINFORCING.

FABRIC REINFORCING:

The concrete pavement shall be reinforced with a steel mesh fabric weighing not less than forty (40) pounds per hundred (100) square feet. The spacing of main members of the fabric shall not exceed six (6) inches and the spacing of the ties or secondary members of the fabric shall not exceed twelve (12) inches.

Reinforcing fabric shall be placed not less than two and one-half (2½) inches below the finished surface of the pavement. The reinforcing fabric shall be laid with the main members perpendicular to the center line of the pavement and shall extend across the full width of the pavement to within two (2) inches of the edges and all joints, but shall not cross the joints. Adjacent widths of fabric shall be lapped not less than four (5) inches when the lap is made perpendicular to the center line of the pavement and not less than one (1) foot when the lap is made parallel to the center line of the pavement. The fabric shall be cut to the length specified and shall be rolled or otherwise made to lie flat before being placed over the surface of the concrete.

PLACING CONCRETE.

PLACING CONCRETE:

Immediately prior to placing any concrete the subgrade shall be checked for width and grade, and accepted by the Engineer or his representative.

The surface of the subgrade shall be wet, but shall show no pools of water when the concrete is placed.

After mixing, the concrete shall be deposited rapidly upon the subgrade and spread uniformly even to the depth required for the reinforcing in successive batches and in a continuous operation without the use of intermediate forms or bulkheads between expansion joints.

As the work progresses the concrete above the reinforcing shall be raked and spread by means of a strike board or "lute" uniformly even over the entire area and to the exact grade of the finished pavement.

FINISHING:

As soon as possible after the concrete has been struck off, it shall be rolled to a smooth, even surface with an approved metal roller. The roller shall be hollow, it shall be six (6) feet in length, not less than twelve (12) inches in diameter, and shall weigh not less than one (1) pound per lineal inch. It shall be divided vertically through the center into two rollers, each revolving on the same axle, and leaving a one (1) inch space between them, to allow rolling on both sides of the projecting joint filler at the same time. The roller shall be operated at such fastenings that ropes may be attached to both sides, so that it can be pulled across the pavement. The roller shall be operated at such an angle with the center line of the pavement that it advances along the pavement about two (2) feet for each trip across. The roller shall pass from one edge of the pavement to the other, and at transverse joints shall be set over the projecting joint filler, so that rolling may be done on both sides of the joint at the same time without interferring with the position of the joint filler. After the roller has covered a given area in the manner described, the same area shall be similarly rolled not less than three (3) times at intervals of fifteen (15) to forty (40) minutes, depending on the stiffening

of the concrete, and as many additional times as may be necessary to remove excess water.

After the rolling has been completed the pavement shall be rubbed smooth of all ridges or depressions left by the roller, and brought to a true and even surface by the use of a long handle float and finished by belting not less than twice as hereinafter described. The belts shall be eight (8) inches in width, and not less than three (3) feet longer than the width of the pavement and made of three (3) layers of ten (10) ounce canvas, saturated in kerosene oil.

For the applications of the first belt, vigorous strokes at least twelve (12) inches long shall be used and the longitudinal movement of the belt along the pavement shall be very slight.

For the application of the second belt, which shall be immediately after the water glaze or sheen disappears, the stroke of the belt shall be not more than four (4) inches and the longitudinal movement shall be a continuous forward movement.

A straight edge, eight (8) feet in length, notched at the center shall be used for testing each transverse joint immediately after the last rolling and shall show a bearing for its entire length. The straight edge shall be placed over the joint, parallel to the center line of the pavement and moved across from curb to curb. When upon testing the surface of the concrete is shown to be high or low, concrete will be added or removed to bring the surface to its true shape.

The concrete adjoining transverse joints shall be dense in character and after rolling shall be finished with a wood float, which is divided through the center and which will permit finishing on both sides of the filler at the same time.

When the concrete shall have become sufficiently hard to work the surface of the pavement for a distance of five (5) inches on each side of the joint filler shall be finished with a metal trowel, and the edges of the joint shall be rounded with an edging tool having a radius not greater than one quarter (1/4) inch.

For a distance of twelve (12) inches in from the edge of the pavement at the sides, the concrete shall be made dense and smooth and finished with a metal trowel, and to the exact depth of gutter below top of curb.

The edges of the pavement shall be rounded slightly with an edging tool having a radius not greater than one quarter ($\frac{1}{4}$) inch.

The finished surface of the pavement shall not vary more than one quarter ($\frac{1}{4}$) inch in three feettfrom the specified contour.

PROTECTION.

CURING AND PROTECTION:

Except as hereinafter specified, the surface of the pavement shall be sprayed with water as soon as the concrete is sufficiently hardened to prevent pitting, and shall be kept wet until an earth or other approved covering is placed. As soon as it can be done without damaging the concrete, the surface of the pavement shall be covered with not less than two (2) inches of earth or other material approved by the Engineer, which cover shall be kept wet for at least ten (10) days. When deemed necessary or advisable by the Engineer, freshly laid concrete shall be protected by canvas until such earth covering can be placed.

In hot weather under the most favorable conditions for hardening, the pavement shall be closed to traffic for not less than fourteen (14) days, and in cool weather for an additional time, to be determined by the engineer.

PAVING IN SPACE OCCUPIED BY TRACKS OF RAILWAY.

The crown above provided for within the space between the rails of the tracks of the De Kalb, Sycamore and Interurban Traction Co., and between same and the edges of the concrete pavement as hereinabove provided for, shall be altered so far as may be necessary to meet the grade of said tracks.

m And said Company shall, at the time of the construction of said improvement, relay its tracks so as to conform to the established grade of said street as in this ordinance provided.

The space between the edges of the concrete pavement herein provided for, occupied by the rails and ties of said railway company shall be improved by it as aforesaid by spreading thereon bank gravel, thoroughly compacted and with a sand cushion one inch in thickness thereon and laying upon said gravel base and sand cushion thus provided, a pavement of paving bricks of the size, shape and quality in all respects the same as the paving brick laid by said company between the rails of its tracks and on each side thereof along the center of the roadway of North Tenth Street from Oak Street to Pleasant Street, and the said work of altering the grade of the tracks of said company and of paving the space between the rails of its tracks and on each side thereof as in this ordinance directed, shall be done by it to the satisfaction of the City Council of said City or its authorized representative so as in all ways to conform in qualtiy, character and performance of the work done by it on the paving said portion of the roadway of Tenth Street, by said company, at the time of the paving of the same under the provisions of an ordinance providing for the paving of North Tenth Street passed by the City Council of the City of De Kalb and approved April 22nd, A. D. 1916.

Section 2. The recommendation of the Board of Local Improvements of said City for the passage of this ordinance and the construction of said improvement, together with an estimate of cost thereof over the signatures ofnJames E. Lewis, President, and W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

Section 3. The expense of connecting the drain sewer inlets with existing storm drains, and of adjusting existing drain inlets to the finished surface of said pavement, as in this ordinance provided, shall be paid by general taxation.

Section 4. The remainder of said improvement shall be made and the cost thereof, including the sum of Three Hundred Seventy-Ehree Dollars and Fourteen Cents ($373.14), being the amount included in said estimate of cost for the making and collecting of the special assessment herin provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefitted thereby, in accordance with the provisions of an Act of the General Assembly of the State of Illinois, entitled, "An Act concerning local Improvements," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of Three Hundred Seventy-three Dollars and Fourteen Cents ($373.14) shall be applied towards the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate as provided by Section 96 of said act and all amendments thereof.

Section 5. The City Attorney of said City is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof.

Section 6. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kslb, at a special meeting thereof held January 22, 1923, and approved by me, this 23rd day of January, A. D. 1923.

James E. Lewis
Mayor.

Attest:

G. R. Blackman
City Clerk.

To the Board of Local Improvements of the City of De Kalb, De Kalb,County, Illinois:

The undersigned, President and Engineer of the Boar of Local Improvements of said city, do hereby, in accordance with a resolution of said Board of date of January 2nd, 1923, submit herewith their estimate of the cost of construction by special assessment of the following described local improvement, within said City, to-wit:

The improvement of the roadway of Thirteenth Street from the Northerly line of Pleasant Street to the Southerly line of Lewis Street, by necessary grading, adjustment of sanitary sewer and storm drain manholes to new grade, construction of additional storm water inlets and connecting same with existing drain sewer by 8 inch vitrified pipe sewer, laying and installing house sewer connections and water connections to lot lines in front of all premises abutting upon said street, which are not now supplied therewith; and by paving the said roadway with a steel reinforced sand, gravel and Portland cement concrete pavement, 7 inches in thickness and 27 feet wide, excepting a space 8 feet wide in the center of the street which space is now occupied by street railway ties and tracks, with bitumen fibre matrix joint filler and curbing the same with cement combined concrete six-inch curb and eighteen inch gutter, as follows:

1520 sq. yds. of sand, gravel and Portland cement pavement, 7 inches thick, including reinforcing with steel wire mesh fabric, weighing at least 40 lbs. per 100 sq. ft., transverse bitumen fibre matrix at expansion joints 1/4 inch thick and protection, curing and removal of protective materials @ $2.65 per sq. yd.,	$4028.00
1440 lineal feet of sand, gravel and Portland cement concrete combined curb and gutter 12 inches deep and 6 inches thick, with exposed face 5 inches high. Gutter 18 inches wide and 7 inches thick, @90¢ per lineal foot,	1296.00
500 cu. yds. of excavation above subgrade @$1.00 per cu. yd.	500.00
2 Storm Water inlets with 30 inch circular concrete catch basins with 6 inch wall and base, 4 feet deep, and with cast iron curb and gutter inlets at $30.00 each,	60.00
Adjusting 2 manholes to new grade at $5.00 each,	10.00
5 house sewer connections of 6 inch vitrified tile pipe sewer with cemented joints and clay stoppers at ends @$30.00 each,	150.00
5 water service connections of 5/8 inch lead pipe, laid 5 feet deep, including corporation cock, out-off box, and curb cock for each at $35.00 each,	175.00
Total cost of work	$ 6219.00
Cost of making, levying and collecting special assessment for said improvement and other lawful expense attending the same, as provided by law,	373.14
Total estimated cost of said improvement,	$6592.14

The foregoing estimate includes all work, materials, and labof of every kind necessary for construction of said improvement in accordnance with said resolution, complete, and we hereby certify that the same does not, in our opinion, exceed the probable cost of said improvement and the lawful expense attending the same.

Dated, Jamuary 2nd, 1923.

James E. Lewis
President and

W. M. Hay
Engineer of the Board of
Local Improvements.

Filed , January 2nd, 1923.

W. M. Hay.
Secretary

To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

Special Asst. Ordinance, Pavi Grove, Franklin Eleventh & S. Seventh Sts.

The undersigned Board of Local Improvements of the City of De Kalb herewith submits an ordinance providing for the improvement of the roadways of Grove Street from the easterly curb line of Second Street to the westerly line of Seventh Street; Franklin Street from the easterly line of First Street to the westerly line of Eleventh Street; Eleventh Street from the southerly line of Lincoln Highway to the southerly end of said street; Seventh Street from the southerly curb line of Lincoln Highway to the northerly line of Franklin Street, including all roadways of intersecting streets and alleys within the area of said streets, not now paved, by necessary grading, adjusting of sanitary sewer and drain manholes to new grade; construction of additional storm water inlets and gutter inlets and connecting the same to existing drain sewer by 8-inch and 6-inch vitrified pipe sewer, respectively, laying and installing of house sewer and water connections in front of all premises not now connected therewith or supplied with the same; necessary alteration and reconstruction of concrete sidewalks adjoining curbing; paving the roadways of intersecting streets now paved with brick upon a six-inch sand and gravel base to the additional width required to properly join with new paving; curbing with sand, gravel and Portland cement concrete 6-inch curb and eighteen inch gutter and paving the roadways of said streets, intersecting streets and alleys within the area of said improvement with steel reinforced sand, gravel and Portland cement concrete pavement seven inches thick, with bitumen fibre matrix joint filler, with soft steel protective plates at exposed edges of pavement, between curb and gutter lines as follows: Grove Street between the easterly curb line of Second Street and the westerly curb line of Fourth Street, 27 feet wide; Seventh Street from the southerly curb line of Lincoln Highway to the northerly curb line of Grove Street, 27 feet wide; the remainder of the roadways of all of said streets, 21 feet wide; all intersecting streets not now paved, 21 feet, and all alleys 14 feet wide, by special assessment, together with an estimate of the cost of said improvement, signed by James E. Lewis, President of said Board, and W. M. Hay, Engineer of said Board, as provided by law.

This board hereby states that it has complied with all provisions of the statutes in such case made and provided, relative to said improvement and recommends the passage of said ordinance by your Honorable Body, and the construction of said improvement as provided in said ordinance, according to the statutes in such case made and provided.

Dated, this 6th day of February A. D. 1923.

BOARD OF LOCAL IMPROVEMENTS OF
THE CITY OF DE KALB ILLINOIS.

JAMES E. LEWIS
PRESIDENT.
W. P. Hiland
Geo. Hallaron
W. W. Hyde
J. B. Lindstrom
Chas. Morehead

An Ordinance

providing for the improvement of the roadways of Grove Street from Second Street to Seventh Street; Seventh Street from Lincoln Highway to Franklin Street; Franklin Street from First Street to Eleventh Street; and Eleventh Street from Lincoln Highway to the South end of Eleventh Street.

Eleventh Street.

BE IT ORDAINED BY THE CITY COUNCIL of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. A local improvement shall be made within said City of De Kalb, in the County of De Kalb in the State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

The improvement of the roadways of Grove Street from the easterly curb line of Second Street to the westerly line of Seventh Street; Franklin Street from the easterly line of First Street to the Westerly line of Eleventh Street; Eleventh Street from the southerly line of Lincoln Highway to the southerly end of said street; seventh street from the southerly curb line of Lincoln Highway to the northerly line of Franklin Street, including all roadways of intersecting streets and alleys within the area of said streets, not now paved, by necessary grading, adjusting of sanitary sewer and drain manholes to new grade; construction of additional storm water and gutter inlets and connecting the same to existing drain sewer by 8-inch and 6-inch vitrified pipe sewer, respectively, laying and installing of house sewer and water connections in front of all premises not now connected therewith or supplied with the same; necessary alteration and reconstruction of concrete sidewalks adjoining curbing; paving the roadways of intersecting streets now paved with brick upon a six-inch sand and gravel base to the additional width required to properly join with new paving; curbing with sand, gravel and Portland cement concrete 6-inch curb and eighteen-inch gutter and paving the roadways of said streets, intersecting streets and alleys within the area of said improvement with steel reinforced sand, gravel and Portland cement concrete pavement seven inches thick, with bitumen fbire matrix joint filler, with soft steel protective plates at exposed edges of pavement, between curb and gutter lines as follows: Grove Street between the easterly curb line of Second Street and the westerly curb line of Fourth Street, 27 feet wide; Seventh Street from the southerly curb line of Lincoln Highway to the Northerly curb line of Grove Street, 27 feet wide; the remainder of the roadways of all of said streets, 21 feet wide; all intersecting streets not now paved, 21 feet wide, and all alleys 14 feet wide.

CENTER LINES:

The center lines of the improvement shall coincide with the center lines of the streets herein provided to be improved.

LOCATION OF CURB AND GUTTER:

The curb and gutter on the streets to be improved shall be laid with the upper parkway edge of the curbing at the following distances from the center line of the street:

Grove Street from Second Street to Fourth Street, fifteen and one-half feet; Grove Street from Fourth Street to Seventh Street, Twelve and one-half feet; Seventh Street from Lincoln Highway to Grove Street, fifteen and one-half feet; Seventh Street from Grove Street to Franklin Street, twelve and one-half feet; Eleventh Street from South end thereof to Lincoln Highway, twelve and one-half feet; Franklin Street from First Street to Eleventh Street, twelve and one-half feet; on all intersecting streets within the area of said improvement not now paved or herein otherwise provided to be paved, twelve and one-half feet; at the curb corners the above straight curb and gutter lines shall be produced to points of tangency with curved curbing with a radius of sixteen feet on the parkway edge of the curbing.

The ends of straight curb and gutter except at street intersections now paved of the width herein provided for, shall be connected with curved curb and gutter of the radius above specified at street intersection curb corners along the course of the improvement.

At alley intersections on each side of said improvement, the parkway edges of the alley pavement shall be seven feet distant from and parallel with the center lines of such alleys produced towards the center line of the improvement, from the side lines of the street toward the center line of the improvement to points six feet distant from the line of the parkway edges of the straight curbing with the pavement surface at the center line two inches below the surface at the edges, and from thence the curb and gutter shall begin and extend toward the center line of the improvement on each side of the alley openings on a curve with a radius along the parkway edge that shall be tangent to the parkway edge of the alley pavement and with the parkway edge lines of the straight curb and gutter along the respective sides of the street improved. The gutter on the curve shall gradually rise to the top of the curb at the junction with the alley pavement, the surface conforming with the alley pavement slab of the alley pavement at the joint of juncture.

GRADE:

The grade of the curbing, along the upper parkway edges of the same, shall be at the following elevations, in feet and decimals of a foot, above the established city datum, which is a plane 100 feet below the top of the stone doorstep at the main entrance to the city hall in said city:

On Grove Street:

At points distant easterly from East line of Second St.,	Elevation South Curb.	Elevation North Curb.
0 ft.	97.13	96.66
50 ft.	97.13	97.10
100 ft.	97.60	97.30
150 ft.	97.35	
331 ft.	96.2	96.32
397 ft.	96.36	96.52
547 ft.	95.80	96.0
728 ft.	96.4	96.83
794 ft.	96.3	96.7
844 ft.		97.8
1125 ft.	99.83	99.68
1191 ft.	99.84	99.74
1291 ft.	100.8	100.6
1391 ft.		101.9
1522 ft.	103.6	103.85
1588 ft.	104.0	104.4
1919 ft.	105.9	106.3
1985 ft.-	106.2	106.4

On North and South lines of Grove Street at

	Elevation South Curb	Elevation North Curb.
West curb line of 6th St.	103.5	104.1
East Curb line of 6th St.	103.75	104.2

At center of curved curbing on Grove Street at

Northeast curb corner Sixth St.	104.3
Northwest Curb Corner Sixth St.	104.0
Southwest Curb Corner Sixth St.	103.65
Southeast curb corner Sixth St.	103.9
Northeast Curb Corner Seventh St.	106.6
Northwest Curb corner Seventh St.	106.4
Southwest Curb corner Seventh St.	106.0
Southeast Curb corner Seventh St.	106.3

On Seventh Street:

At points distant southerly from South line of Lincoln Highway.	Elevation West Curb.	Elevation East Curb.
0 ft.	104.95	104.85
66 ft.	105.2	
132 ft.	105.45	
331 ft.	106.33	106.5
397 ft.	105.8	106.0
497 ft.	104.0	104.0
547 ft.	103.4	103.4
647 ft.	103.0	103.0
727 ft.	102.7	102.7

On West line of Seventh Street at

	Elevation West Curb.
South curb line of Girard St.	105.25
North Curb line of Girard St.	105.10

At Center of Curved Curbing on Seventh Street at

Southwest Curb Corner Girard Street	105.35
Northwest Curb Corner Girard Street	105.15

On Eleventh Street:

At points distant southerly from South line of Lincoln Highway	Elevation West Curb.	Elevation East Curb.
o ft.	108.9	109.24
334 ft.	107.3	108.0
394 ft.	107.3	108;0
510 ft.	108.	
575 ft.		108.9
585 ft.	108.4	
At North Line Prospect St.	110.0	110.5
At South line Prospect St.	110.2	110.6
At 50 ft. South of Prospect St	110.0	110.4
At 300 ft. South of Prospect "	108.4	108.6

On East and West lines of Eleventh Street at

	Elevation West Curb.	Elevation East Curb.
North Curb line of Grove	107.0	108.8
South Curb line of Grove	107.0	108.8
North Curb line of Franklin St.	107.7	
South curb line of Franklin St.	107.9	
North curb line of Prospect St.	109.7	111.1
South Curb line of Prospect. St.	109.8	110.9

At center of Curved Curbing on Eleventh St. at

Northeast curb corner, Grove St.	108.4
Northwest curb corner, Grove St.	107.15
Southwest curb corner, Grove St.	107.15
Southeast curb corner, Grove St.	108.4
Northeast curb corner, Prospect St.	110.7
Northwest curb corner, Prospect St.	109.9
Southwest curb corner, Prospect St.	110.1
Southeast curb corner, Prospect St.	110.7
Northwest curb corner, Franklin St.	107.9
Southwest curb corner, Franklin St.	108.2

On Franklin St.

At points distant westerly from West line of Fourth St.	Elevation South Curb.	Elevation North Curb.
0 ft.	98.33	98.05
100 ft.	97.70	97.40
180 ft.	97.40	97.10
331 ft.	97.95	97.60
397 ft.	97.90	97.60
447 ft.	97.70	
547 ft.	98.0	98.1
597 ft.	98.5	98.4
728 ft.	100.04	99.92
794 ft.	99.92	99.94
1125 ft. (E. line 1st.)	95.70	95.94
At points distant easterly from East line of Fourth Street.		
0 ft.	98.33	98.2
200 ft.	99.05	98.9
300 ft.	99.7	99.65
331 ft.	100.2	100.25
397 ft.	100.25	100.4
447 ft.	100.45	100;6
727 ft.	99.8	99.8
793 ft.	100.0	100.0
943 ft.	100.5	100.5
993 ft.	100.9	100.9
1124 ft.	102.45	102.5
1190 ft.(E. line 7th)	102.9	102.5
1370 ft.	101.9	101.9
1521 ft.	102.4	102.4
1587 ft.	102.9	102.8
1918 ft.	105.6	105.3
1984 ft.	105.8	105.4
At West line Hunt's Add.	105.4	105.1
At West line of Tenth St.	104.8	104.6
At East line of Tenth St.	104.7	104.5
At 90 feet West of East line of Alley in Block 7 of Hunt's Addition, produced North,	105.0	104.7

	Elevation South Curb.	Elevation North Curb.
At East line of said Alley Produced North,	105.6	105.4
At West line of Eleventh St.	107.9	107.7

On North and South lines of Franklin St. at

At East curb line of Tenth St.	104.9	104.6
At West curb line of Tenth St.	105.0	104.6
At East curb line of Ninth St.	106.0	105.6
At West curb line of Ninth St.	105.8	105.6
At East curb line of Eighth St.	102.9	103.0
At West curb line of Eighth St.	102.7	102.7
At East curb line of Seventh St.	102.9	102.7
At West curb line of Seventh St.	102.6	102.7
At East curb line of Sixth St.	100;2	100.3
At West Curb line of Sixth St.	100.0	100.2

At the center of the Curved Curbing on Franklin Street, at

Northeast curb corner of Tenth St.	104.5
Northwest curb corner of Tenth St.	104.5
Southwest curb corner of Tenth St.	104.9
Southeast curb corner of Tenth St.	104.8
Northeast curb corner of Ninth St.	105.5
Northwest curb corner of Ninth St.	105.45
Southwest curb corner of Ninth St.	105.7
Southeast curb corner of Ninth St.	105.9
Northeast curb corner of Eighth St.	102.9
Northwest curb corner of Eighth St.	102.5
Southwest curb corner of Eighth St.	102.5
Southeast curb corner of Eighth St.	102.8
Northeast curb corner of Seventh St.	102.6
Northwest curb corner of Seventh St.	102.6
Southwest curb corner of Seventh St.	102.65
Southeast curb corner of Seventh St.	103.0
Northeast curb corner of Sixth St.	100.1
Northwest curb corner of Sixth St.	100.0
Southwest curb corner of Sixth St.	99.9
Southeast curb corner of Sixth St.	100.1

The top of the curbing shall extend between the various points of elevation above given on uniform ascents or descents as the case may be. At alley intersections the grade of the top of the curved curbing and the parkway edge of the alley pavement shall extend from the top of the straight curbing on the respective sides of the street, at points of tangency with the alley curved curbing on a uniform grade along the parkway edge of the curved curbing to its terminus and from thence along the upper parkway edge of the alley pavement to the grade of the surface of the sidewalks where intersected by said alley pavement on the side lines of the street.

CONSTRUCTION OF CURB AND GUTTER:

The subgrade for the curb and gutter shall be prepared by such excavation or filling, as the case may be, as shall be necessary to b ing the subgrade when completed as herein provided, to a firm and uniform surface twelve inches below the upper surface of the curb and seven inches below the upper surface of the gutters when the curb and gutter shall be constructed on the lines and at the grades herein established and provided.

In preparing the subgrade for the curb and gutter, all necessary filling shall be made from earth of suitable material, free from animal and vegetable matter, thoroughly tamped so as to produce a firm surface, and the surface of the subgrade shall be properly dressed with hand tolls to a smooth and suitable surface.

Upon the subgrade thus prepared a combined concrete curb and gutter shall be built at locations and grades hereinbefore, and of the materials and in the manner hereinafter provided.

The back of the curb shall be vertical and twelve inches high. The gutter slab shall be seven inches in thickness and eighteen inches in width. The curb shall have a thickness of six inches from the base to the upper surface of the gutter, which shall be five inches below the top of the curb, and the thickness of the curb shall decrease gradually from six inches at the gutter edge to five inches at the top or the curb, and the upper roadway edge of the curb and the gutter corner shall be rounded to a circular arc of one inch radius.

Forms for the curb and gutter dimensioned to produce the shape and size above provided shall be securely placed upon the subgrade and well

moistened before the concrete is placed. Expansion joints shall be placed in the curb and gutter at points opposite location of expansion joints in the paving slab. The expansion joints shall be formed by inserting during construction and leaving in place prepared strips of fibre matrix one quarter inch thick extending through the entire thickness of the curb and gutter, which shall be constructed between such joints in six foot lengths, separated by means of division plates of one eighth inch metal exactly conforming to the cross section of the curb and gutter, and shall be oiled and installed in the forms before concrete is placed, and maintained at right angles to the surface and perpendicular to the line of the curb, and withdrawn when the concrete has hardened sufficiently to keep the edges from joining.

All materials for the curb and gutter shall be the same in respect to quality, measurement, proportions, coarse and fine aggregate, measuring, mixing, retempering and consistency as hereinafter provided for concrete pavement.

PLACING CONCRETE:

Surface of the subgrade shall be wet but show no pools of water when the concrete is placed. Concrete when mixed shall be placed at once in the forms, and then tamped and spaded until a thin coat of mortar is against the forms, and no coarse aggregate showing when forms are removed. Exposed concrete portion of the curb and gutter shall be one eighth inch in thickness less than the completed section, when the base or first course has been completed.

Whole sections shall be constructed without interruption. When mixing is suspended for forty-five minutes or longer, material in excess of a completed section shall be wasted. No concrete shall be placed when the temperature is below thirty-five degrees Fahrenheit.

FINISHING COAT:

Before the first or base course has begun to harden, there shall be spread upon the top and exposed face of the curb and gutter a mortar finishing coat of one eighth inch thickness, and after the finishing coat is in place and before it has begun to harden, it shall be made smooth by floating and trowelling. The mortar shall consist of 1 part cement to 2 parts fine aggregate properly mixed and moistened.

When the completed curb and gutter has hardened sufficiently, it shall be brushed with a calcimine brush dipped in water and shaken, and no marks left on the surface of the work by brushing. Edges of the curb and joints between sections shall be edged with an edging tool having a radius of not over one quarter inch.

CURING AND PROTECTION:

Concrete shall be kept covered with moist earth and protected from the sun for seven days after forms have been removed.

As soon as concrete has hardened sufficiently after construction, forms shall be removed and earth banked against the outside of the curb for a width of not less than one foot.

STORM WATER INLETS:

Storm Water Inlets shall be located in the curb and gutter area at the following described points on each side of the street:

On Seventh Street, 5 feet south of south line of Lincoln Highway; 5 feet south of Girard Street, and 5 feet north of north line of Franklin Street;

On Franklin Street, 150 feet east of east line of Third Street; 150 feet east of east line of Sixth Street; 150 feet east of east line of Seventh Street; 5 feet east of east line of Eighth Street; 5 feet east of east line of Ninth Street; 5 feet west and 5 feet east of the west and east lines of Tenth Street, respectively;

On Grove Street, 150 feet east of east line of Third Street and 5 feet east of east line of Sixth Street;

On Eleventh Street, 5 feet north and 5 feet south of the north and south lines of Grove Street; on Grove Street on the east line of Eleventh Street; on Prospect Street on the east line of Eleventh Street; On Tenth Street on the north and south lines of Franklin Street;

on Ninth Street on the south line of Franklin Street; on Eighth Street on the north and south lines of Franklin Street; on Sixth Street on the north and south lines of Franklin Street.

The Storm Water Inlets located on the easterly or southerly lines of said streets shall be provided with catch basins. The remaining Storm water inlets shall be constructed without catch basins.

CONSTRUCTION OF STORM WATER INLETS:

The storm water inlets with catch basins shall be circular in form and of thirty inches internal diameter, composed of six inch concrete base and side walls and fitted with suburban style cast iron curb and gutter inlet, weighing not less than two hundred five pounds and covered with a grated iron cover weighing not less than ninety-five pounds, cover to be flush with the gutter and curb side, and top to be flush with the concrete curb, and surface of the concrete bottom to be four feet below the upper surface of the gutter.

Concrete for the base and side walls shall be composed of one part best Portland cement, two and a half parts clean sharp sand and four parts clean washed gravel, to be mixed and put in position in the manner in this ordinance provided for base course for concrete curb and gutter.

Sidewalls shall be reinforced with four No. 6 steel wires set horizontally in the concrete and equally apart, and two inches in from the outer surface of the walls.

An eight inch sewer pipe shall be placed two feet above the bottom of each inlet, and connected on as direct a course as possible with sewer pipe of the same size with the nearest storm water drain to such inlets, respectively.

The cast iron part of the storm water inlets without catch basins shall be similar to that for the inlets above specified with catch basins. The casting shall rest on a concrete base 6 inches thick, sloping downward towards the center at an angle of 45 degrees. The concrete shall be of the same kind and proportions as above provided for the catch basins. In the center of the concrete base shall be set an 8 inch No. 1 sewer pipe elbow with bell end vertical and connected on a direct course to the storm drain with No. 1, 8 inch sewer pipe.

GUTTER INLETS.

Gutter inlets shall be provided for along the gutter lines at the center of the curved curbing at the following described points:

At all four curb corners at Tenth and Franklin Streets; at the two curbs on the easterly side of Eighth Street at Franklin Street; at the two curb corners on the easterly side of Eleventh Street and Grove Street; at the southeasterly curb corner at Ninth and Franklin Streets, and at the northeasterly curb corner at Sixth and Grove Streets.

CONSTRUCTION OF GUTTER INLETS:

The gutter inlets shall consist of a perforated cast iron cover seven inches in diameter, with cast iron rim seven inches deep, to receive the same, set in the surface of the concrete in the gutters adjoining the curb lines as herein located. The inlets shall be of the general shape and equal in all respects to the cast iron lamp hole covers and rims manufactured by Clow & Co., except that the cover shall have at least eight one inch circular openings, and the cast iron portion shall weigh not less than eighty-five pounds.

Immediately below the casting shall be set in concrete six inches deep as herein specified for curbing, a six inch forty-five degree elbow of vitrified No. One Sewer pipe, with its outlet in the direction of the storm water sewer to which it connects, and six inch No. One vitrified sewer pipe connected thereto in as direct a line as possible to said storm water sewer.

All excavations made shall be solidly back filled with suitable earth, properly compacted, unless the same be made outside the area of the pavement. In such cases the excavation shall be re-filled without compacting and neatly rounded over the trench.

HOUSE SEWER CONNECTIONS:

House Sewer Connections shall be laid, one in front of each of the following described premises on the course of the improvement:

Lot 2 in Block 43 of Original Town
Lot 70 in Block 11 of Original Town
Lot 74 in Block 11 of Original Town
Lot 2 in Block 31 of Original Town
Lot 4 in Block 45, Jones Addition.
The West half of the South 66 feet of Lots 3 and 4, Block 10 of Original Town;
The East half of the south 66 feet of Lots 3 and 4, Block 10 of Original Town;
Lot 5 in Block 16 of Original Town
Lot 10 in Block 9 of Original Town
Lot 10 in Block 32 of Original Town
Lot 5 in Block 32 of Original Town
The South 50 feet of Lot 6 in Block 32 of Original Town;
Lot 10 in Block 45 Jones Addition
Lot 9 in Block 45 Jones Addition
Lot 1 in Block 46 Jones Addition
Lot 10 in Block 46 Jones Addition
Lot 8 in Block 44 Jones Addition
Lot 7 in Block 4 Hunt's Addition
The West half Lot 6 in Block 4, Hunt's Addition;

WATER SERVICE CONNECTIONS:

Water service connections shall be laid one in front of each of the following described premises on the course of said improvement:

Lot 73 in Block 11 of Original Town
The South half of Lot 5 in Block 31 of Original Town;
Lot 9 in Block 45 Jones Addition
The West half of Lot 7 in Block 45 of Jones Addition;
The West half of Lot 6 in Block 4 of Hunt's Addition;
Lot 6 in Block 8 Hunt's Addition.

House sewer connections shall be laid at an average depth of five and a half feet, of six inch No. One vitrified sewer tile pipe. Connections to the main sanitary sewer shall be made at the Y branches left therefor at each lot, and shall be made, when deeper than seven feet in the street by bringing the grade line of the sewer by proper special No. One sewer pipe elbows and straight No. One sewer pipe to the depth of seven feet in a horizontal distance of three feet toward the lot from the main sewer. The joints shall be properly cemented and wiped and vitrified clay pipe stoppers placed in the ends at the street line.

House water connections shall be made when possible in the same trench with house sewer connections, and shall be laid at least five feet deep. Where there are no house sewers the water connections shall be made by excavating new trenches to connect the city water mains with the lots. The pipe shall be suitable double strength 5/8 inch No. One lead pipe, connected at the city water main by a 5/8 inch corporation stop cock and left at the street line with a ground key curb cock and provided with an approved cast iron extension service box, with stationery rod attachment. The cocks and service boxes shall be of approved make and equal in quality and design to that manufactured by R. Mueller Mfg. Co.

All trenches for house sewer and water connections shall be solidly back filled with earth properly compacted, except in the paring area, where the earth shall be neatly rounded over the trenches.

Both house sewer and water service connections shall be brought to the lot line.

NEW CONCRETE SIDEWALK:

Adjoining the new curbing where the grade required the reconstruction of the concrete walk, the same shall be constructed of concrete 4 inches thick and 4 feet 8 inches wide, similar in all respects to that herein required for concrete pavement but without reinforcement. The concrete while wet shall be so tamped and worked that the finer aggregates will be brought to or near the surface and the surface smoothly finished in a workmanlike manner at the proper time with edges neatly rounded to a radius of one fourth of an inch.

ADJUSTMENT OF EXISTING CONCRETE SIDEWALK:

Where the concrete sidewalk at the new curb lines can be brought to grade of the curbing by adjustment of the existing walk, the same

shall be done by elevating or depressing the surface to meet the curb grade. The sidewalk slab when adjusted shall have a solid bearing on a mortar base for at least 8 inches from the edges. The mortar shall consist of one part Portland cement to three parts of fine aggregate, properly mixed and moistened. Between all concrete sidewalks and the curbing shall be placed expansion joints one half inch wide and four inches deep of fibre bitumen matrix joint filler similar to that used in the concrete pavement but placed so that the top is flush with the curb and walk when the walks are built or adjusted to grade.

BRIC K PAVEMENT;

At street intersections where the wings of brick paved streets require widening to meet the width of the new pavement, paving brick equal in quality to the best No. 2 brick now on hand in the city yards shall be utilized in paving the space between the new curb and gutter lines and the edges of the existing brick pavement. The subgrade for the brick pavement shall be prepared by excavating to a depth of ten inches below the finished surface and thoroughly compacting the same by hand tampers weighing not less than fifty pounds per ten square inches of tamping area. Upon the subgrade shall be spread five inches of bank run gravel when thoroughly tamped and compacted, a sand cushion of clean fine sand one inch thick shall be spread over the gravel foundation and smoothed to an even surface at an elevation that will bring the brick pavement when laid thereon and properly compacted, flush with the existing pavement and the gutter surface on eighter side. The brick shall then be laid thereon on edge in a workmanlike manner and the surface lightly tamped or rolled and then covered with fine sand, one-fourth inch in thickness, which, after drying shall be broomed thoroughly into the joints and the remainder of the sand left evenly distributed on the surface.

GRADING AND PAVING:

The roadways of the several streets to be improved under this ordinance, including the roadways of intersecting streets and alleys not now paved or herein provided to be paved with brick, shall, after the curb and gutter has been set thereon as in this ordinance provided, be graded and paved between the roadway faces of the gutter, and the parkway edges of the alley pavement, as hereinafter provided.

DEFINED: Grading shall include all cuts, fills, approaches and all earth moving for whatever purpose where such work is an essential part of or necessary to the prosecution of the contract.

All of the necessary grading herein provided for shall conform as to subgrade, depth and cross-section as herein provided.

HAUL: All surplus excavated materials shall be removed and disposed of by the Contractor, as directed by the Engineer.

No additional compensation will be paid to the Contractor for hauling such surplus excavated material a distance of less than 4000 feet average round trip haul.

Excess surplus excavation may be placed upon any private or public land adjoining the improvement, with the consent of the private owner or the City as the case may be.

CUTS AND FILLS: In cuts, no excavation shall be made below the grade line of the finished subgrade.

Embankments shall be formed of earth or other approved materials snd shall be constructed in successive layers, each of which shall extend entirely across the width to be filled. Each layer, which shall not exceed one (1) foot in depth, shall be thoroughly rolled with a roller weighing not less than ten (10) tons and then flooded with water before the succeeding layer is placed.

When the earth work is completed and thoroughly rolled, the cross-section of the road bed shall be at the required subgrade of the pavement.

Grading shall be paid for in solid excavation only by the cubic yard as determined by the engineer.

The parkways throughout the course of the improvement shall be neatly graded, leveled and smoothed, from the top of the curb back for a distance of three feet to meet the existing parkway surface.

ADJUSTMENT OF MANHOLE CASTINGS:

The cast iron covers and tops of all manholes shall be set to the proper grade together with the readjustment of any existing fixtures of like nature. The brick walls of the manholes shall be cut off or added to as the case may be, in a workmanlike manner and all bases set in Portland cement mortar of one part cement to three parts of torpedo sand properly wetted mixed. The brick required for new or additional manhole walls shall be hard burned and laid in the cement mortar above specified. All brick for manhole walls or other purposes will be furnished by the city free of charge.

All manholes, inlets, and drains under the paving shall be constructed, back filled, and flooded with water not less than two (2) weeks before the actual placing of the concrete.

SUB-GRADE:

CONSTRUCTION: The subgrade shall be brought to an elevation below the established grade of the finished street, an amount equal to the thickness of the pavement hereinafter mentioned.

The subgrade shall be brought to a firm uniform density by rolling the area with a self propelled roller of not less than ten tons weight. All portions of the surface of the subgrade which are inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than fifty (50) pounds; the face of which shall not exceed one hundred (100) square inches in area. All soft, spongy or yielding spots, and all the vegetable or other perishable matter shall be entirely removed and the space refilled with firm material.

In cuts the subgrade shall be so constructed that no material is excavated below the grade line.

PAVEMENT SECTION:

WIDTH, THICKNESS AND CROWN:

The subgrade of the improvement shall be covered with a one mix concrete pavement, 7 inches in depth and covering the area between the curb and gutter lines within the area of the improvement and the alley pavement areas.

JOINTS:

WIDTH, DEPTH AND LOCATION:

TRANSVERSE JOINTS SHALL BE PLACED ACROSS THE PAVEMENT perpendicular to the center line not more than 36 feet apart, except at intersections. Transverse joints shall be one-quarter ($\frac{1}{4}$) inch in width and shall extend from edge to edge of pavement.

Transverse joints shall be located within the area of the pavement at inersections bounded by the property line of the intersecting streets. The joints shall be so laid out that the direction of traffic in all instances shall be at right angles or nearly thereto.

All joints shall extend through the entire thickness of the pavement and shall be perpendicular to the surface of the pavement.

All metal manhole catch basin covers, and other fixed objects in the pavement, shall be separated from the concrete by joint filler, which shall extend through the entire thickness of the pavement.

JOINT FILLER:

Joint filler shall consist of prepared strips of fibre matrix and bitumen or similar material of approved quality one-quarter ($\frac{1}{4}$) inch in thickness. The width of the filler shall be not less than one (1) inch greater than the thickness of the pavement at any point between the edges.

INSTALLATION:

All joints, except as otherwise specified, shall be formed by inserting during construction and leaving in place the required thickness of joint filler which shall extend through the entire thickness of the pavement.

After the joint filler is placed, the concrete shall be tamped along both sides of the joint filler for the entire width of the pavement with a combination curb tamper.

Any mortar from the concrete containing water in excess of that specified hereinafter under consistency, which may be placed next to the joint filler, shall be removed and replaced with a mixture of coarse appregate and mortar of such consistency that it may be tamped as specified.

After the concrete has been placed and when sufficiently hard enough to walk upon without injury to the surface of the pavement, the joint filler shall be cut off to a heigth of three-eights (3/8) inch above the finished surface of the pavement.

PROTECTION PLATES:

The edges of all concrete at the end of all unprotected street and alley returns, shall be protected with single, soft steel protection plates. The upper edge of the plate shall be even with the adjoining surface of the concrete and conform to the pavement crown.

Soft steel plates for the protection of the edges of the concrete at the end of all street and alley returns, shall be two and one-half ($2\frac{1}{2}$) inches in depth and three-sixteenths (3/16) inch average thickness. The plates shall be of such form as to provide for rigid anchorage to the concrete.

CONCRETE MATERIALS.

CEMENT:

The cement shall meet the requirements of the Standard Specifications and Tests for Portland Cement adopted by the American Society for Testing Materials, September 1, 1916, a copy of which has been placed on file with the City Clerk of the City of De Kalb, Illinois, and which is incorporated herein by reference as fully as if copied in full herein.

FINE AGGREGATE:

Fine aggregate shall consist of natural sand or pebbles, consisting of quartzite grains or other equally hard materials graded from fine to coarse, with the coarse particles predominating. Fine aggregate, when dry, shall pass a screen having four (4) meshes per lineal inch, not more than twenty-five (25) per cent shall pass a sieve having fifty (50) Meshes per lineal inch, and not more than five (5) per cent shall pass a sieve having one hundred (100) meshes per lineal inch. Fine aggregate shall not contain vegetable or other deleterious matter nor more than three (3) per cent by weight of clay or loam.

Fine aggregate shall be of such quality that mortar composed of one (1) part Portland Cement and three (3) parts fine aggregate, by weight, when made into briquettes, shall show a tensile strength (at seven(7) and twenty-eight (28) days) equal to or greater than the strength of briquettes composed of one (1) part of the same cement and three (3) parts standard Ottawa sand by weight. The percentage of water used in making the briquettes of cement and fine aggregate shall be such as to produce a mortar of the same consistency as that of the Ottawa sand briquettes.

COARSE AGGREGATE:

Coarse aggregate shall consist of clean, hard, tough, durable pebbles graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles.

All coarse aggregate shall be well graded and when tested by means of laboratory screens, shall meet the following requirements:

Passing 2 inch screen, 100%;
" 1 inch screen, 50%;
" $\frac{1}{2}$ inch screen, not more than 10%;

The amount of coarse aggregate retained on and passing the intermediate screen as specified above, shall constitute fifty (50) per cent of the total volume of coarse aggregate used in each batch of concrete.

PLACING AGGREGATE:

Neither fine nor coarse aggregate as such for the concrete shall be placed upon the subgrade.

WATER:

Water shall be clean, free from oil, acid, alkali or vegetable matter.

MEASURING MATERIALS AND MIXING CONCRETE:

MEARURING MATERIALS:

A sack of Portland cement (94 pounds net) in the original container shall be considered one (1) cubic foot.

A measuring box of one (1) cubic foot capacity solid measure, shall be furnished and used in checking the proportionate quantities of fine and coarse aggregate wherever directed by the Engineer.

MIXING:

The materials shall be mixed in a BATCH MIXER OF APPROVED TYPE and irrespective of the size of the batch and rate of speed of the drum, mixing shall continue after all materials are in the drum, for not less than one (1) minute before any part of the batch is discharged. The drum shall be completely emptied before receiving material for the succeeding batch. The drum shall revolve at a rate of speed specified by the manufacturer for the particular mixer used, but it shall revolve not less than fourteen (14) nor more than twenty (20) revolutions per minute. The volume of the mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material, and no mixer shall be used which requires less than one (1) sack of cement per batch. The mixer shall be provided with an accurate, positive and practical water measuring device, and with an automatic timing device for determining the length of time of mixing the concrete. When the mixer is stationed on the subgrade it shall be equipped with a boom and bucket for delivery of the mixed concrete.

PROPORTIONS:

The concrete for the pavement shall be mixed in the proportions of one (1) sack of Portland Cement to twom(2) cubic feet of fine aggregate and three and one-half ($3\frac{1}{2}$) cubic feet of coarse aggregate.

A cubic yard of concrete in place shall contain not less than one andsixty-two hundredths (1.62) barrels of cement.

CONSISTENCY:

The materials shall be mixed with sufficient water to produce a concrete which will hold its shape when deposited upon the subgrade.

The consistency shall not be such as to cause a separation of the mortar from the coarse aggregate in handling.

REINFORCING.

FABRIC REINFORCING:

The concrete pavement shall be reinforced with a steel mesh fabric weighing not less than forty (40) pounds per hundred (100) square feet. The spacing of main members of the fabric shall not exceed six (6) inches and the spacing of the ties or secondary members of the fabric shall not exceed twelve (12) inches.

Reinforcing fabric shall be placed not less than two and one-half ($2\frac{1}{2}$) inches below the finished surface of the pavement. The reinforcing fabric shall be laid with the main members perpendicular to the center line of the pavement and shall extend across the full width of pavement to within two (2) inches of the edges and all joints, but shall not cross the joints. Adjacent widths of fabric shall be lapped not less than four (4) inches when the lap is made perpendicular to the center line of the pavement and not less than one (1) foot when the lap is made parallel to the center line of the pavement. The fabric shall be cut to the length specified and shall be rolled or otherwise made to lie flat before being placed over the surface of the concrete.

PLACING CONCRETE

PLACING CONCRETE:

Immediately prior to placing any concrete the subgrade shall be checked for width and grade, and accepted by the Engineer or his representative.

The surface of the subgrade shall be wet, but shall show no pools of water when the concrete is placed.

After mixing, the concrete shall be deposited rapidly upon the subgrade and spread uniformly even to the depth required for the reinforcing in successive batches and in a continuous operation without the use of intermediate forms or bulkheads between expansion joints.

As the work progresses the concrete above the reinforcing shall be raked and spread by means of a strike board or "lute" uniformly even over the entire area and to the exact grade of the finished pavement.

FINISHING:

As soon as possible after the concrete has been struck off, it shall be rolled to a smooth, even surface with an approved metal roller. The roller shall be hollow, it shall be six (6) feet in length, not less than twelve (12) inches in diameter, and shall weigh not less than one (1) pound per lineal inch. It shall be divided vertically through the center into two rollers, each revolving on the same axle, and leaving a one (1) inch space between them, to allow rolling on both sides of the projecting joint filler at the same time. The roller will be provided with such fastenings that ropes may be attached to both sides, so that it can be pulled across the pavement. The roller shall be operated at such an angle with the center line of the pavement that it advances along the pavement about two (2) feet for each trip across. The roller shall pass from one edge of the pavement to the other, and at transverse joints shall be set over the projecting joint filler, so that rolling may be done on both sides of the joint at the same time without interfering with the position of the joint filler. After the roller has covered a given area in the manner described, the same area shall be similarly rolled not less than three (3) times at intervals of fifteen (15) to forty (40) minutes, depending on the stiffening of the concrete, and as many additional times as may be necessary to remove excess water.

After the rolling has been completed the pavement shall be rubbed smooth of all ridges or depressions left by the roller, and brought to a true and even surface by the use of a long handle float and finished by belting not less than twice as hereinafter described. The belts shall be eight (8) inches in width, and not less than three (3) feet longer than the width of the pavement and made of three (3) layers of ten (10) ounce canvas, saturated in kerosene oil.

For the application of the first belt, vigorous strokes at least twelve (12) inches long shall be used and the longitudinal movement of the belt along the pavement shall be very slight,

For the application of the second belt, which shall be immediately after the water glaze or sheen disappears, the stroke of the belt shall be not more than four (4) inches and the longitudinal movement shall be a continuous forward movement.

A straight edge, eight (8) feet in length, notched at the center, shall be used for testing sach transverse joint immediately after the last rolling and shall show a bearing for its entire length. The straight edge shall be placed over the joint, parallel to the center line of the pavement and moved across from curb to curb. When upon testing the surface of the concrete is shown to be high or low, concrete will be added or removed to bring the surface to its true shape.

The concrete adjoining transverse joints shall be dense in character and after rolling shall be finished with a wood float, which is divided through the center and which will permit finishing on both sides of the filler at the same time.

When the concrete shall have become sufficiently hard to work, the surface of the pavement for a distance of five (5) inches on each side of the joint filler shall be finished with a metal trowel, and the edges of the joint shall be rounded with an edging tool having a radius not greater than one quarter ($\frac{1}{4}$) inch.

For a distance of twelve (12) inches in from the edge of the pavement at the sides, the concrete shall be made dense and smooth and finished with a metal trowel.

The edges of the pavement shall be rounded slightly with an edging tool having a radius not greater than one quarter ($\frac{1}{4}$) inch.

The finished surface of the pavement shall not vary more than one quarter ($\frac{1}{4}$) inch in three feet from the specified contour.

PROTECTION.

CURING AND PROTECTION:

The surface of the pavement shall be sprayed with water as soon as the concrete is sufficiently hardened to prevent pitting, and shall be kept wet until and earth or other approved covering is placed. As soon as it can be done without damaging the concrete, the surface of the pavement shall be covered with not less than two (2) inches of earth or other material approved by the Engineer, which cover shall be kept wet for at least ten (10) days. When deemed necessary or advisable by the engineer, freshly laid concrete shall be protected by canvas until such earth covering can be placed.

In hot weather under the most favorable conditions for hardening, the pavement shall be closed to traffic for not less than fourteen (14) days, and in cool weather for an additional time, to be determined by the Engineer.

CROWN.

A transverse section of the finished surface of the pavement shall be a true arc of a vertical circle convex upwards, meeting the curbs five (5) inches below the top surface thereof, and having a crown or rise which shall bring the arc tangent at the center line to a plane one and a half (1½) inches below the top surface of the curbing on each side of said roadways, except at sidewalks of intersecting streets.

At all sidewalk crossings the crown of the pavement surface shall continue from the center line of the street on the convex arc of a circle as above described, to points four feet distant from and parallel to the curb lines. From such points the surface of the pavement within the area of the abutting sidewalk lines shall rise uniformly to the top of the curbing at abutting sidewalks. From outer sidewalk lines at street intersections the surface within a distance of four feet of the curbing shall be gradually returned to the regular crowned surface at points five feet distant therefrom. From the inner sidewalk lines at street intersections the surface shall be gradually lowered along the straight and curved curbing so that, at the center of the curved curbing, the pavement surface shall be two inches below the top of the curb and shall slope from thence toward the center of the intersection directly to a point four feet distant from the curbing where the surface shall meet the regular crowned pavement surface as above provided.

Section 2. The recommendation of the Board of Local Improvements of said City for the passage of this ordinance and the construction of said improvement, together with an estimate of cost thereof over the signatures of James E. Lewis, President, and W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

Section 3. The expense of connecting the drain sewer inlets with existing storm drains, and of adjusting existing drain inlets to the finished surface of said pavement, as in this ordinance provided, shall be paid by general taxation.

Section 4. The remainder of said improvement shall be made and the cost thereof, including the sum of Four Thousand, Four Hundred Sixty-eight Dollars and Seventy-four Cents ($4,468.74), being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefitted therey, in accordance with the Provisions of an Act of the General Assembly of the State of Illinois, entitled, "An Act concerning Local Improvements," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of Four Thousand Four Hundred Sixty-eight Dollars and Seventy-four Cents ($4,468.74) shall be applied towards the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 96 of said act and all amendments thereof.

Section 5. The City Attorney of said City is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof.

Section 6. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held February 6th, 1923, and approved by me, this 7th day of February, A. D. 1923.

James E Lewis
Mayor.

Attest:

G R Blackman
City Clerk.

To the Board of Local Improvements of the City of De Kalb, De Kalb County, Illinois.

The undersigned, President and Engineer of the Board of Local Improvements of said City, do hereby, in accordance with a resolution of said Board of the date of January 24th, 1923, submit herewith their estimate of the cost of construction by special assessment of the following described local improvement, within said city, to-wit:

The improvement of the roadways of Grove Street from the easterly curb line of Second Street to the westerly line of Seventh Street; Franklin Street from the easterly line of First Street to the Westerly line of Eleventh Street; Eleventh Street from the southerly line of Lincoln Highway to the southerly end of said Street; Seventh Street from the southerly curb line of Lincoln Highway to the northerly line of Franklin Street, including all roadways of intersecting streets and alleys within the area of said streets, not now paved, by necessary grading, adjusting of sanitary sewer and drain manholes to new grade; construction of additional storm water and gutter inlets and connecting same to existing drain sewer by 8-inch and 6-inch vitrified pipe sewer respectively, laying and installing of house sewer and water connections in front of all premises not now connected therewith or supplied with the same; necessary alteration and reconstruction of concrete sidewalks adjoining curbing; paving the roadways of intersecting streets now paved with brick upon a six-inch sand and gravel base to the additional width required to properly join with new paving; curbing with sand, gravel and Portland cement concrete 6-inch curb and eighteen-inch gutter and paving the roadways of said streets, intersecting streets and all eys within the area of said improvement with steel reinforced sand, gravel and Portland cement concrete pavement seven inches thick, with bitumen fibre matrix joint filler, with soft steel protective plates at exposed edges of pavement, between curb and gutter lines, as follows: Grove Street between the easterly curb line of Second Street and the westerly curb line of Fourth Street, 27 feet wide; Seventh Street from the southerly curb line of Lincoln Highway to the northerly curb line of Grove Street, 27 feet wide; the remainder of the roadways of all of said streets, 21 feet wide; all intersecting streets not now paved, 21 feet wide, and all alleys 14 feet wide:

20340	square yards of sand, gravel and Portland cement concrete pavement, 7 inches thick, including steel wire mesh reinforcement and fibre bitumen matrix at joints, protection and cure of finished pavement and removal of protective material, at $2.55 per square yard	$51867.00
15030	lineal feet of sand, gravel and Portland cement concrete combined curb and gutter, 12 inches deep and 6 inches thick, with exposed face 5 inches high, gutter 18 inches wide, and 7 inches thick, at 90¢ per lineal foot,	13527.00
780	lineal feet of soft steel protective plates 3/16 x 2½ inches at exposed edges of pavement, at 15¢ per lineal foot,	117.00
40	Manholes, adjusted to grade, at $5.00 each,	200.00
23	Storm Water inlets with 30 inch circular concrete catch basins, 6 inch wall and base, 4 feet deep, cast iron curb and gutter inlets at $31.00 each,	713.00
23	Storm Water inlets with cast iron curb and gutter inlets without catch basins, at $20.00 each,	460.00
10	Cast iron gutter inlets at curved curb corners at $15.00 each,	150.00
1200	lineal feet of 8 inch vitrified pipe sewer to connect storm water inlets to drains at 90¢ per lineal foot;	1080.00

200	lineal feet of 6 inch vitrified pipe sewer to connect gutter inlets to drains at 50¢ per lineal foot	$ 100.00
19	House sewer connections of 6 inch vitrified pipe sewer, cemented joints and clay stoppers at ends, at $30. each,	570.00
6	Water Service Connections 5/8 inch lead pipe, laid 5 feet deep, including corporation cock and cut off box and curb cock for each, at $35.00 each,	210.00
5000	cubic yards of earth excavation, at 90¢ per cubic yard,	4500.00
180	square yards of brick paving on 5 inch gravel base and 1 inch sand cushion, at $2.50 per square yard,	450.00
1500	square feet of 4 inch sand, gravel and cement concrete sidewalk adjoining curbing rebuilt to new grade, at 25¢ per square foot,	375.00
1600	square feet of existing concrete sidewalk to be adjusted to new grade, at 10¢ per square foot,	160.00
	Total cost of work	74479.00
	Cost of making, levying and collecting special assessment for said improvement and other lawful expenses attending the same, as provided by law,	4468.74
	Total estimated cost of said improvement,	$ 78947.74

The foregoing estimate includes all work, materials, and labor of every kind necessary for construction of said improvement in accordance with said resolution, complete, and we hereby certify that the same does not, in our opinion, exceed the probable cost of said improvement and the lawful expense attending the same.

Dated January 24th, 1923.

James E. Lewis
President, and

W. M. Hay
Engineer of the Board
of Local Improvements.

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Filed January 24th, 1923.

W. W. Hyde
Secretary.

An Ordinance

Providing for the annual city election of April 1923, and for the annual City Primary of March 1923, in and for the City of De Kalb, Illinois.

Annual City Election Ord. 1923.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. That at the annual city election, to be held in and for said city, upon the 17th day of April A. D. 1923, the same being the Third Tuesday of said month, there shall be elected a Mayor, City Clerk, City Treasurer, and one alderman for each of the five wards of said city, for the term of two years, and one alderman in the third ward to fill the unexpired term for one year, for the term ending April 30, 1924, caused by vacancy.

The various polling places for said election, and the judges and clerks of election shall be as follows:

FIRST WARD

Judges	Clerks
F. M. Newcomb	Bert Holderness
J. W. Taylor	W. S. Martin
M. J. Henaughan	Fred Johnson

Polling Place: Elk's Garage, W. Lincoln Hwy.

SECOND WARD

John G. Lundberg	Wlara L. Hubbard
Anna E. Moore	Myrtle G. Hyde
I. C. Snow	Clemens Kirchner

Polling Place: Rest Room on North Third Street.

THIRD WARD

Park Vannordstrand	Pearl Lawson
Fred Bruggerman	Victor Strem
Gene Larson	Ethel Sever

Polling Place: Finnish Hall on State Street.

FOURTH WARD

George Bristow	Anna Jones
Oscar Wendell	Helen Darrah
Fred Larsen, Jr.	Aileen Wood

Polling Place: Bristow's Garage on South Seventh Street.

FIFTH WARD

J. H. Jarboe,	James Dodge
M. Hanrahan	Clyde Holderness
Chas. F. Morehead	William Coursey

Polling Place: City Hall on South Second Street.

Section 2. The City Clerk of said City is hereby directed to give notice of said election, pursuant to the Statute in such case made and provided.

Section 3. The various polling places hereinbefore named, and the judges and clerks for the respective wards hereinbefore named shall constitute and they are hereby made, the polling places for the respective wards and the judges and clerks for the respective wards for the annual city primary to be held in and for said city on Tuesday the 13th day of March A. D. 1923, the same being the second Tuesday of said month.

Section 4. The City Clerk of said city is hereby directed to give notice of said primary, pursuant to the statute in such case made and provided.

Section 5. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof this 6th day of February A. D. 1923.

James E. Lewis
Mayor

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Attest:

G. R. Blackman
City Clerk.

AN ORDINANCE

providing for the division into installments of the special assessment to be levied for the improvement of the roadway of Thirteenth Street from Pleasant Street to Lewis Street.

Ordinance-
Div. Installments
Spec. Asst. Paving
N. Thirteenth St,

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property and also each individual assessment and amount, if any, to be assessed against the City of De Kalb as public benefits, under proceedings now pending in the City Court of De Kalb in said County for a special assessment for the improvement of the roadways of Thirteenth Street from Pleasant Street to Lewis Street, in said City, by paving and otherwise improving the same, pursuant to the provisions of an ordinance of said City entitled, " An Ordinance providing for the improvement of the roadway of Thirteenth Street from Pleasant Street to Lewis Street, by special assessment" passed by the City Council of said City on the 22nd day of January, 1923 and approved by the Mayor of said City on the 23rd day of January, 1923 shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said City, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held March 6, 1923, and approved by me, this 7th day of March, A. D. 1923.

James E Lewis
Mayor.

Attest:

G E Blackman
City Clerk.

AN ORDINANCE

providing for the division into installments of the special assessment to be levied for the improvement of the roadway of Harrison Street from Lincoln Highway to Locust Street.

Ordinance-
Div. Installmen
Spec. Asst. Pav
Harrison St.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property and alo each individual assessment and amount, if any, to be assessed against the City of De Kalb as public benefits, under proceedings now pending in the City Court of De Kalb, in said County for a special assessment for the improvement of the roadway of Harrison Street from Lincoln Highway to Locust Street, in said City, by paving and otherwise improving the same, pursuant to the provisions of an ordinance of said City entitled "An ordinance providing for the improvement of the roadway of Harrison Street by special assessment" passed by the City Council of said City on the 22nd day of January, 1923 and approved by the Mayor of said City on the 22nd day of January, 1923, shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois entitled, "An Act concerning local improvements," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporated seal of said city, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof held March, 6, 1923, and approved by me, this 7th day of March A, D. 1923.

James E Lewis
Mayor.

Attest:

G E Blackman
City Clerk.

rdinance-
iv. Installments
pec. Asst. Paving
rove St.

AN ORDINANCE

providing for the division into installments of the special assessment to be levied for the improvement of the roadways of Grove Street from Second Street to Seventh Street; Seventh Street from Lincoln Highway to Franklin Street; Franklin Street from First Street to Eleventh Street; and Eleventh Street from Lincoln Highway to the South end of Eleventh Street.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property and also each individual assessment and amount, if any, to be assessed against the City of De Kalb as public benefits, under proceedings now pending in the City Court of De Kalb in said County for a special assessment for the improvement of part of the roadways of Grove Street; Seventh Street; Franklin Street and Eleventh Street, in said City, by paving and otherwise improving the same, pursuant to the provisions of an ordinance of said City entitled "An Ordinance providing for the improvement of the roadways of Grove Street from Second Street to Seventh Street; Seventh Street from Lincoln Highway to Franklin Street; Franklin Street from First Street to Eleventh Street; and Eleventh Street from Lincoln Highway to the South end of Eleventh Street" passed by the City Council of said City on the 6th day of February, 1923 and approved by the Mayor of said City on the 7th day of February, 1923 shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements, "approved June 14, 1897, in force July1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said city, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held March 6, 1923, and approved by me this 7th day of March A. D. 1923.

James E. Lewis
Mayor.

Attest:

S R Blackman
City Clerk.

AN ORDINANCE

providing for the division into installments of the special assessment to be levied for the improvement of the roadways of North Street, from First Street to Seventh Street, and of De Kalb Avenue and Pond Street.

Ordinance-
Div. Installmer
Spec. Asst. Pav
De Kalb & North
Sts.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property and also each individual assessment and amount, if any, to be assessed against the City of De Kalb as public benefits, under proceedings now pending in the City Court of De Kalb in said County for a special assessment for the improvement of the roadways of North Street from First Street to Seventh Street, and of De Kalb Avenue and Pond Street, in said City, by paving and otherwise improving the same, pursuant to the provisions of an ordinance of said City entitled "An Ordinance providing for the improvement of the roadways of North Street, from First Street to Seventh Street, and of De Kalb Avenue and Pond Street by special assessment" passed by the City Council of said City on the 22nd day of January, A. D. 1923 and approved by the Mayor of said City on the 23rd day of January, A. D. 1923 shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvement," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said City, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held March 6, 1923, and approved by me this 7th day of March, A. D. 1923.

James Lewis
Mayor.

Attest:

G. A. Blackman
City Clerk.

AN ORDINANCE

providing for judges and clerks of election and polling Places for an election of judge and clerk of the City Court of De Kalb.

Ordinance-Election Judge & City Clerk, Court of De Kalb, May 22, 1923.

BE IT ORDAINED by the City Council of the City of De Kalb, in De Kalb County, Illinois:

Section 1. That the election for Judge and Clerk of the City Court of De Kalb shall be held upon the Fourth Tuesday of May, which is the date fixed and provided by law for the election of such Judge and Clerk, the same being the 22nd day of said month, at the polling places hereinafter named, and with the following named persons, who are hereby appointed as judges and clerks of said election:

FIRST WARD

Polling Place: Elk's Garage, 105 N. First Street.

JUDGES	Clerks:
F. M. Newcomb	Bert Holderness
M. J. Henaughan	W. S. Martin
J. W. Taylor	E. C. Kohler

SECOND WARD

Polling Place: Rest Room, N. Third Street.

John G. Lundberg	Clara L. Hubbard
Mary M. Smith	Myrtle Hyde
I. C. Snow	Clemens Kirchner

THIRD WARD

Polling Place: Finnish Hall, State Street.

Fred Bruggerman	Pearl Lawson
Park Vannordstrand	Victor Strem
Jean Larsen	Ethel Sever

FOURTH WARD

Polling Place: Bristow's Garage, South Seventh Street.

George E. Bristow	Anna Jones
Fred Larsen, Jr.	Helen Darrah
C. O. Wendell	Lillian Wendell

FIFTH WARD

Polling Place: City Hall, South Second Street.

J. H. Jarboe	Clyde Holderness
M. Hanrahan	James Dodge
C. F. Morehead	H. A. Van Patten

Passed by the City Council at a regular meeting held April 3rd, 1923, and approved by me, this 3rd day of April, A. D. 1923.

James Lewis
Mayor.

Attest:

G. A. Blackman
City Clerk.

AN ORDINANCE

amending Sections 3 and 8 of Chapter 1 on amusements of the revised ordinances passed April 14, A. D. 1914.

Ordinance
Amending Chapter
One on Amusements

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois.

Section 1. Section 3 of Chapter 1 of the revised ordinances of the City of De Kalb, passed April 14th, A. D. 1914, as heretofore amended, shall be and the same is hereby amended so as to read as follows:

3. CLASSIFICATION OF AMUSEMENTS. § 3. For the purpose of licensing skating rinks, exhibitions, theatricals, amusements, and all other public exhibitions above mentioned in a just and equitable manner, the same are hereby divided into four classes as follows:

First: All entertainments of a dramatic or operatic character including public readings and recitations, concerts or musical entertainments and moving pictures, shall be classified as entertainments of the first class.

Second: Performances of any feats of jugglery, sleight of hand or necromancy, feats of strength or agility or any natural or artificial curiosities or any other exhibitions not enumerated in any class, shall be classified as entertainments of the second class.

Third: Entertainments in skating rinks, or any room or building wherein ice or roller skates shall be used for the purpose of practice or giving entertainments or amusements or for any exhibition where skates are used, shall be classified as entertainments of the third class.

Fourth: Circuses, carnivals, menageries, caravans, sideshows, and concerts, minstrels and musical entertainments or exhibitions of monsters or freaks of nature, variety, and all other exhibitions, performances and entertainments, not herein enumerated, given under a covering of canvas, or as an outdoor exhibition or performance, shall belong to and be known as entertainments of the fourth class.

Section 2. Section 8 of Chapter 1 of the revised ordinances of the City of De Kalb, passed April 14th, A. D. 1914, shall be and the same is hereby amended so as to read as follows:

8. CLOSED ON SUNDAY. § 8. Any person licensed under this chapter, shall close and keep closed the place mentioned in such license on Sunday and shall not admit any person or persons not belonging thereto in such place on Sunday, excepting however, when an entertainment of the first class is held or given therein.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held April 19th, 1923, and approved by me this 19th day of April, A. D. 1923.

James E Lewis
Mayor.

Attest:

G R Blackman
City Clerk.

Ordinance Regarding removal of tracks of De Kalb-Syc. & Int. Traction Co. on W. Lincoln Highway.

An Ordinance authorizing the Mayor and City Clerk of the City of De Kalb, De Kalb County, Illinois, to enter into contract with De Kalb-Sycamore & Interurban Traction Company in regard to moving tracks on West Lincoln Highway from First Street to the West City limits, and relieving said Company from its duty to take up its tracks on payment to the City of the sum of $2500.00.

WHEREAS, De Kalb-Sycamore & Interurban Traction Company, a corporation organized under the laws of the State of Illinois, with its principal office in the City of De Kalb, County of De Kalb and State of Illinois, was heretofore by order of the Illinois Commerce Commission, and by ordinance of the City Council of the City of De Kalb, De Kalb County, Illinois, authorized to cease operating its car system in said City of De Kalb from the corner of Fourth Street and Lincoln Highway, West to the terminus of its line, and authorized to take up its track on said street from said corner of Fourth Street and Lincoln Highway, west to the city limits; and,

Whereas, under the franchise ordinance of said De Kalb-Sycamore & Interurban Traction Company heretofore granted by said City Council of said City of De Kalb, it is the duty of said Traction Company to take up its tracks and restore the streets to the same condition as they were before said tracks were laid; and,

WHEREAS, said De Kalb-Sycamore & Interurban Traction Company has taken up its tracks from the corner of Fourth Street and Lincoln Highway to First Street and Lincoln Highway; and,

WHEREAS, the tracks on said Lincoln Highway of said City of De Kalb from First Street West to the city limits are still in the street, and are not now used; and,

WHEREAS, it is the duty of said De Kalb-Sycamore & Interurban Traction Company to remove said tracks; and,

WHEREAS, it is the intention of the City Council of said City of De Kalb to make repairs on said Lincoln Highway from First Street west at the same time that said tracks are removed; and,

WHEREAS, Engineers employed by the City Council of said City of De Kalb have estimated that the cost of removing said tracks and restoring said street, as in said franchise ordinance provided, will be $2500.00; and,

WHEREAS, it is deemed more economical that the removing of the tracks and the repairing of the street be done at the same time; and,

WHEREAS, said De Kalb-Sycamore & Interurban Traction Company has agreed to pay to said City Council said sum of $2500.00, provided it should be relieved from its duty under the franchise ordinance of taking up its said tracks and provided further that it should be permitted to take the rails for its own use, and provided further that the company shall remove said rails.

THEREFORE, BE IT Ordained by the City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

Section 1. That in consideration of the payment of $2500.00 by said De Kalb-Sycamore & Interurban Traction Company to the City of De Kalb, that said De Kalb-Sycamore & Interurban Traction Company be relieved from all duties of taking up its tracks on Lincoln Highway in said City of De Kalb, from Fourth Street West on Lincoln Highway, and restoring said street to its former condition.

Section 2. That upon receipt of said $2500.00 the Mayor and City Clerk be authorized to execute a receipt of said sum, releasing in said receipt said De Kalb Sycamore & Interurban Traction Company from all further duties of taking up its tracks on said West Lincoln Highway and restoring said street to its original condition, and also giving said De Kalb-Sycamore & Interurban Traction Company the right to take away the rails in said street for its own use.

Passed this 23rd day of April, 1923.

Approved by the Mayor this 24th day of April, 1923.

James Ehewis
Mayor.

Attest:

G R Blackman
City Clerk.

AN ORDINANCE

appointing a Board of Local Improvements for the year ending April 30th 1924.

Bd. of Local Imp. for year ending 4/30/24

BE IT ORDAINED by the City Couhcil of the City of DeKalb in DeKalb County, Illinois:

Section 1. That Mayor J.J.Kingsley and Aldermen Hiland, Moore, Hallaron, Lindstrom and Morehead be and they are hereby appointed as members of the Board of Local Improvements for the year ending April 30th 1924.

Passed by the City Council this 1st. day of May, 1923 and approved by me this 2nd. day of May, 1924.

James E. Lewis
Mayor.

Attest:
G R Blackman
City Clerk.

AN ORDINANCE

fixing the pay of the Aldermen and the salary of the City Clerk of the City of DeKalb.

City Officer's Salaries.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

Section 1. The pay of the Aldermen of said City shall be as follows: $6.00 for each regular meeting and $6.00 for each special meeting.

Section.2. The salary of the City Clerk of the City ofvDeKalb for the two year term commencing May 1st. 1923 and ending April 30th 1925, shall be and the same is hereby fixed at the sum of $2000.00 per annum.

Section 3. This ordinance shall take effect and be in force from and after May 1st 1923.

All parts of ordinances in conflict with the provisions herein contained are hereby repealed.

Passed by the City Council of said City at a regular meeting held on April 19th, 1923 and approved by me this 24th day of April A.D.1923.

James E. Lewis
Mayor.

Attest;
G R Blackman
City Clerk.

AN ORDINANCE

Ordinance authorizing De Kalb Co. Tel. Co. Authority to Change Overhead System on Certain Streets.

Authorizing and Empowering the De Kalb County Telephone Company to remove its poles, cables and wires and other appliances from certain Portions of Streets and Alleys and Public Places within the City of De Kalb and to place said wires and electrical appliances in Underground conduits within said City of De Kalb, in the State of Illinois.

Whereas, It is mutually agreed by and between said City of De Kalb and the said De Kalb County Telephone Company that its poles, cables, wires and electrical appliances shall be removed from the streets hereinafter mentioned and described, and said overhead wires, cables and electrical conductors for the transmission of sound, signals, intelligence and electricity shall be placed within undergound conduits in the district hereinafter described; and,

WHEREAS, the said De Kalb County Telephone Company has submitted plans and specifications for said underground conduit system, and for the removal of its poles, wires and electrical appliances, which said plans and specifications have been approved by the City of De Kalb, and

WHEREAS, it is mutually agreed that said work shall be commenced and completed within the time hereinafter designated,

NOW, THEREFORE, Be It Ordained by the City Council of the City of De Kalb, County of De Kalb and State of Illinois:

Sec. 1. That all poles, the property of said De Kalb County Telephone Company, in the streets and alleys of said City of De Kalb, in the District described as follows:

On Third Street, from Franklin Street to Oak Street; and on Oak Street, west from Third Street to the West side of First Street;

And now being used by said De Kalb County Telephone Company for the support of its telephone wires or other wires, shall be removed from the streets herein described, by the said De Kalb County Telephone Company on or before September 1, 1924.

Sec. 2. The said De Kalb County Telephone Company is hereby authorized, directed and empowered to place its said telephone wires, cables, or other wires, now used by it in the telephone business, in undergound conduits along the streets in said district in accordance with the plans submitted by said De Kalb County Telephone Company to said City of De Kalb, and accepted by said City of De Kalb, and to perform all necessary work in connection with the placing of its said wires and cables in undergound conduits in accordance with the plans and specifications submitted by said De Kalb County Telephone Company to said City of De Kalb, which said plans and specifications are hereto attached and made a part of this Ordinance, and binding upon both parties hereto.

Sec. 3. That said De Kalb County Telephone Company shall commence the work of placing its said cables and wires in said undergound conduit system on or before July 1st, 1923, and after having commenced work thereon uninterruptedly and continuously continue in the performance of said work and shall have all of its telephone wires, cables and other wires used by it, placed in said conduit system in the district hereinbefore described, and shall have all work completed thereon, on or before July 1st, 1924.

Sec. 4. That immediately after the placing of its said electrical wires in said conduit system, and its completion thereof, the said De Kalb County Telephone Company shall, without delay, immediately commence the removal of all its poles, cables, wires and other electrical appliances, and shall complete the removal of said poles, cables, wires and other electrical appliances on or before September 1st, 1924, and such removal of poles, cables, wires and other electrical appliances shall all be done in accordance with said plans and specifications heretofore submitted, and which are hereby made a part of this Ordinance, as aforesaid.

Sec. 5. The placing of said wires in said undergound conduit system and the removal of all of the poles of said De Kalb County Telephone Company, and all work which shall be done by said De Kalb County Telephone Company in the removal of said poles, cables, wires and electrical appliances, and the manner of the construction of said conduit system, and the location of said conduit system in said streets, and in the placing of all wires in said undergound conduit system, shall be done under the direction and supervision of the Commissioner of Public Works of said City of De Kalb, and shall be done in accordance with plans and specifications submitted by said De Kalb County Telephone Company and accepted by said City of De Kalb and to its satisfaction and approval.

Sec. 6. That before any opening shall be made in any of the streets or public ways, hereinbefore described, for the purpose of placing said wires, cables, electrical conductor or appliances therein as aforesaid, the said De Kalb County Telephone Company shall file with the City Council of the City of De Kalb, a bond in the penal sum of Ten Thousand Dollars ($10,000.00), signed by good and sufficient surety, to be approved by said City Council, conditioned that said De Kalb County Telephone Company, its successors or assigns, will save and keep harmless the said City of De Kalb from any loss or damage or clain for loss or damage, suffered or claimed to be suffered by any person or persons, by reason of such opening or excavation being made in said streets, alleys or highways, hereinbefore described, or any other act or thing to be done in connection with any of the work necessary or done by reason of the authority herein granted; and said bond shall contain a further condition that the opening and excavation made in such streets, alleys or highways by said De Kalb County Telephone Company, shall be restored to its former condition or to a condition which will be satisfactory to the Commissioner of Public Works of said City of De Kalb; and conditioned further that said De Kalb County Telephone Company shall save and keep harmless the said City of De Kalb from any loss or damage suffered or claimed to be suffered by any person or persons, to his or her property, by reason of the construction of said conduit system, or any work connected therewith.

Sec. 7. That this Ordinance shall be in force and take effect from and after its passage and approval.

Passed at an adjourned regular meeting of the City Council of the City of De Kalb, held on the 15th day of May A. D. 1923, and approved by me this 16th day of May A. D. 1923.

James E Lewis
Mayor.

Attest:

G R Blackman
City Clerk.

AN ORDINANCE

Illinois Power Company Electrical Franchise.

granting Illinois Power Company the right to erect, lay and maintain electrical conductors on the streets, alleys and public places in the City of DeKalb.

Be it Ordained by the City Council of the City of De Kalb in the County of De Kalb and State of Illinois:

Section 1. That permission and authority be, and is hereby granted to Illinois Power Company, its successors or assigns, to erect, lay amd maintain a system of electrical conductors above and underground in the streets, alleys, parks, and public grounds of the City of De Kalb, Illinois, for a period of twenty (20) years, subject to the provisions and conditions of this ordinance; said permission and authority shall extend to all the streets, alleys, parks and public grounds now existing in said City, and shall include any and all streets, alleys, parks and public grounds which may hereafter during the period be added to the City.

Section 2. That said Illinois Power Company, its successors or assigns, shall not unnecessarily obstruct the streets, alleys, parks and public grounds of said City, and the poles, masts, wires, lamps and other electrical apparatus hereby authorized to be laid, erected and maintained, shall be so placed as to least incommode the property holders in said City; and the laying, erection and location of the same shall be under the direction and supervision of the City Council of said City, or some duly authorized officers of said City, in the discretion of said City Council; and the location of the same hereafter shall be subject to the order of said City Council, or such officer, as the case may be; and the said Illinois Power Company, its successors or assigns, shall at any time, when required, or ordered by said City Council, or said officer, or within ten days thereafter, change the location of the same, or any or either of them, as directed.

Section 3. All poles, used in the erection and maintenance of said system, shall be at least twenty-five feet in length, five feet of which shall be placed in the ground, provided where arc lights are used or placed such poles shall be at least thirty feet in length and placed at least five feet in the ground, provided that said poles shall be of the proper height where crossing Fire Alarms and telegraph wires, so as to not unnecessarily interfere with the same.

Section 4. The permission and authority hereby granted is upon the further express condition that said Illinois Power Company, its successors or assigns, shall in all respects be subject within the City of De Kalb to the ordinances and regulations of said City which are now, or may hereafter be in force; provided said City shall not pass any ordinance or ordinances which shall conflict, interfere with or repeal this ordinance or any part thereof except such ordinance or ordinances which may be proper and necessary to carry into effect and operation any of the provisions of this ordinance.

Section 5. The permission and authority hereby granted is upon the further express condition that said Illinois Power Company, its successors or assigns, shall and will forever indemnify and save harmless said City from any and all damages, payments, costs and expenses which may be caused to and recovered against said City, and shall appear and act as defendant in any and all suits and actions which may be brought or commenced against said city, upon receipt of notice in writing from said City at the commencement of such action, by reason of the permission hereby granted, in consequence of the laying, erecting, operating, and maintaining said system of electrical conductors.

Section 6. The acceptance of this ordinance by the said Illinois Power Company, in the manner hereinafter provided, shall be and constitute a contract by and between the City of De Kalb and the Illinois Power Company. Such acceptance shall be in writing, filed with the City Clerk within thirty (30) days after the passage of this ordinance, and, thereupon forthwith recorded in the journal of the proceedings of the City Council. Such acceptance shall be in the following form:

"On this 18th day of June 1923, the Illinois Power Company hereby accepts the terms of this ordinance passed on the 5th day of June 1923, entitled 'An ordinance granting the Illinois Power Company the right to erect, lay and maintain electrical conductors in the streets, alleys and public places in the City of De Kalb,' which ordinance and this acceptance constitutes a contract by and between the City of De Kalb and the undersigned, Illinois Power Company.

ILLINOIS POWER COMPANY
By A.D. Mackie.
Vice President.

ATTEST:
J.H. Brunnenmeyer
Secretary.

Section 7. This ordinance shall take effect and be in force from and after its passage and the acceptance thereof by the Illinois Power Company in writing, as hereinbefore provided, and shall thereafter continue in full force and effect for a period of twenty (20) years from date of its acceptance by the Illinois Power Company.

APPROVED June 6th 1923.

J.J. Kin J. J. Kingsley
Mayor.

ATTEST:

G. A. Blackman
City Clerk.

AN ORDINANCE

OAK STREET IMPROVEMENT ORDINANCE.

providing for the improvement of the roadway of Oak Street, from First Street to Fourth Street, by Special Assessment, together with recommendation of the Board of Local Improvements and estimate of cost by President and Engineer of board.

To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

The undersigned Board of Local Improvements of the City of De Kalb hrerwith submits an ordinance providing for the improvement of the roadway of Oak Street from First Street to Fourth Street by grading the same, adjusting sanitary sewer and storm drain manholes to new grade, construction of additional storm water inlets and connecting the same with existing drain sewer by 8-inch vitrified pipe sewer and by paving the said roadway with a steel, reinforced sand, gravel and Portland cement concrete pavement with bitumen fibre matrix joint filler, seven inches thick and 21 feet in width, and curbing the same with sand, gravel and Portland cement combined concrete six inch curb and eighteen inch gutter, with soft steel protective plates at edges as in the ordinance provided, by special assessment, together with an estimate of the cost of said improvement, signed by J.J. Kingsley, President of said Board, and W.M. Hay, Engineer of said Board, as provided by law.

This Board states that it has complied with all the provisions of the statute in such case made and provided, relative to said improvement and recommends the passage of said ordinance by your Honorable Body, and the construction of said improvement as provided in said ordinance, according to the statutes in such case made and provided.

Dated this 18th day of June, A. D. 1923.

J.J. Kingsley.
President.

Geo. W. Moore.

Geo. Hallaron.

J.B. Lindstrom.

W.P. Hiland.
Secretary.

BOARD OF LOCAL IMPROVEMENTS OF THE CITY OF DE KALB, ILLINOIS.

AN ORDINANCE

providing for the improvement of the roadway of Oak Street from First Street to Fourth Street by Special Assessment.

BE IT ORDAINED BY THE CITY COUNCIL of the City of DeKalb, in the County of De Kalb, in the State of Illinois:

Section 1. That a local improvement shall be made within said city of De Kalb, in the County of De Kalb, in the State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

> The improvement of the roadway of Oak Street from First Street to Fourth Street by necessary grading, adjustment of sanitary sewer manholes to new grade, construction of additional storm water inlets and conncecting same with existing drain sewer by 8 inch vitrified pipe sewer and by paving the said roadway with a steel reinforced sand, gravel and Portland cement concrete pavement with bitumen fibre matrix joint filler, seven inches thick and 21 feet in width, and roadway, of alleys within the area of Oak Street, paved 14 feet in width, and curbing the same with sand, gravel and Portland cement combined concrete six inch curb and eighteen inch gutter, with soft steel protective plates at exposed edges of pavement.

CENTER LINE:

The center line of the improvement shall coincide with the center line of Oak Street.

LOCATION OF CURB AND GUTTER:

The concrete curb and gutter shall be laid with the upper parkway edge of the curb on each side of Oak Street twelve and one-half feet from the center line thereof, except within twenty feet of Fourth Street where the curb and gutter lines shall be produced to points of tangency with the existing curb and gutter at Fourth Street by means of a reverse curved curb and gutter tangent to the above described straight curb and gutter at points twenty feet west of Fourth Street. At intersecting streets now paved the existing curbing shall be adjusted to meet the grade of the new curbing herein provided.

At the alley intersections the parkway edges of the alley pavement shall be seven feet distant from and parallel with the center line of said alleys produced toward the center line of the improvement from the side lines of Oak Street toward the center line of the improvement to points six feet distant from the line of the parkway edge of the straight curbing above described, with the pavement surface at the center line two inches below the surface at the edges, and from thence the curb and gutter shall begin and extend toward the center line of the improvement on each side of the alley wing on a curve with a radius of six feet on the parkway edge, tangent to the parkway edges of the alley pavement and the straight curb and gutter on Oak Street. The gutter on the curve shall gradually rise to the top of the curb at the junction with the alley pavement, the surface of the curb and gutter conforming with the alley pavement slab at the point of juncture.

At all private driveways the upper four inches of the curb portion of the curb and gutter shall be omitted and in lieu thereof the curbing shall be neatly rounded at the curb corner of the driveways by curved curbing of a radius of one foot on the roadway face of the curb and the curb returned on the driveway a distance of one foot from the roadway face of the street curb and to the full depth of the street curb. The curb space across the driveway or right of way, shall continue as a part of the gutter and shall have a slope or inclination toward the regular street gutter surface of one inch across the curb space and shall be surfaced in the same manner as the street gutter surface.

GRADE:

The grade of the curbing along the upper parkway edges of the same shall be at the following elevations, in feet and decimals of a foot above the established city datum, which is a corresponding horizontal plane, passing 100 feet below the top of the stone door step at the main entrance to the City Hall in said city as heretofore established by Ordinance:-

On Oak Street

	Elevation of South Curb.	Elevation of North Curb.
At East line of First Street	85.05 feet	85.3 feet
At the following points distant Easterly from east line of First Street		
100 feet	86.7 Feet	87.0 feet
175 feet	87.9 feet	88.2 feet
250 feet	89.5 feet	89.6 feet
332 feet (W. line Second St.)	89.8 feet	89.84feet
398 feet (E. line Second St.)	89.8 feet	89.85feet
500 feet	90.3 feet	90.3 feet
575 feet	91.5 feet	91.8 feet
729 feet (W. line Third St.)	92.5 feet	92.9 feet
795 feet (E. line Third St.)	93.3 feet	93.9 feet
1125 feet (W. lind Fourth St.)	98.76 feet	99.35 feet

The top of the curbing as herein located shall extend along the curb lines between the various points of elevation above given on uniform ascents and descents as the case may be except at intersecting streets now paved. At the alley intersections the grade of the top of the curved curbing and the upper parkway edge of the alley pavement shall extend from the top of the straight curbing at points of tangency with the alley curved curbing on a uniform grade along the upper parkway edge of the curved curbing to its terminus and from thence along

the upper parkway edge of the alley pavement to the grade of the surface of sidewalks or alley crossing walks, where intersected by said alley pavement on the side lines of the street.

CROWN:

A transverse section of the finished surface of the pavement shall be a true arc of a vertical circle convex upwards, metting the curbs five inches below the top surface thereof, and having a crown or rise which shall bring the arc tangent at the center line to a plane passing one and one-half inches below the top surface of the curbs on each side of said roadways.

The gutter surface of the concrete curb and gutter shall conform to the inclination produced by the convex surface of the pavement as above described.

CONCRETE AND MORTAR DEFINED:

Concrete for all purposes mentioned in this ordinance shall consist of Portland cement, sand, gravel and water mixed in the proportions of one sack or 94 pounds of Portland cement to two cubic feet of sand and three and one-half cubic feet of gravel, with sufficient water to produce a concrete that will hold its shape when properly mixed and deposited on the work.

Mortar, for all purposes mentioned in this Ordinance, shall consist of a thorough mixture of one part of Portland cement and two parts of sand, with sufficient water to produce a mortar that will hold its shape when properly mixed and deposited in the work.

REQUIREMENTS OF MATERIALS:

Cement: The cement shall be of No. 1 quality and shall meet the requirements of the "Standard Specifications and Tests for Portland Cement" adopted by the American Society for Testing Materials, September 1st, 1916, a copy of which has been placed on file with the City Clerk of the City of De Kalb, Illinois, and which is incorporated herein by reference as fully as if copied in full herein.

Sand: Sand shall consist of quartzite grains or other equally hard material graded from fine to coarse, with the coarse particles predominating. The sand, when dry, shall pass a screen having four meshes per linear inch, not more than twenty-five per cent shall pass a sieve having fifty meshes per linear inch, and not more than five per cent shall pass a sieve having one hundred meshes per linear inch. Sand shall not contain vegetable or other deleterious matter, nor more than three per cent by weight of clay or loam. Sand shall be of such quality that mortar composed of one part Portland cement and three parts sand, by weight, when made into briquettes shall show a tensile strength (at seven and twenty-eight days) equal to or greater than seventy-five per cent of the strength of briquettes composed of one part of the same cement and three parts standard Ottawa sand by weight. The percentage of water used in making the briquettes of cement and sand shall be such as to produce a mortar of the same consistency as that of the Ottawa sand briquettes.

Gravel: Gravel shall consist of clean, hard, tough, durable pebbles graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles. All gravel shall be well graded and when tested by means of laboratory screens, shall meet the following requirements:

Passing 2 inch screen--100 per cent
Passing 1 inch screen-- 50 per cent
Passing $\frac{1}{2}$ inch screen not more than 10 per cent

The amount of gravel retained on and passing the intermediate screen as specified above, shall each constitute fifty per cent of the total volume of gravel used in each batch of concrete.

Water: Water shall be clean, free from oil, acid, alkali or vegetable matter.

Proportions: The proportions of material herein specified shall produce a cubic yard of concrete in place containing not less than 1.6 barrels of cement or 150 pounds.

The engineer shall compare the calculated amount of cement required with the amounts actually used in each section of concrete pavement between successive transverse joints, as determined by actual count of the number of sacks of cement used in each section. If the amount of cement used in any three adjacent sections (between transverse joints) is less, by more than two per cent, or if the amount of cement as used in any one section is less, by more than five per cent of the amount hereinbefore required, all such concrete secionts shall be removed and replaced with new materials.

Mixing: The materials shall be mixed in a batch mixer of approved type, and irrespective of the size of the batch and rate of speed of the drum, mixing shall continue after all materials are in the drum for twenty revolutions. The drum shall be completely emptied before receiving material for the succeeding batch. The drum shall revolve at a rate of speed specified by the manufacturer for the particular mixer used by the contractor, but it shall revolve not less than fourteen nor more than twenty revolutions per minute. The volume of the mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material. The mixer shall be provided with an accurate, positive and practical water measuring device, and with an automatic device for determining the number of revolutions of the mixer.

Retempering: Retempering of mortar or concrete which has partly hardened, that is, remixing with or without additional materials, or water shall not be permitted. Concrete materials mixed but not placed in excess of 45 minutes shall be wasted. When mixing is so interrupted all materials placed in excess of completed sections shall likewise be wasted.

Temperature: No concrete shall be placed when the temperature is below 35 degrees Fahrenheit, unless the materials are heated and suitable precautions taken to prevent freezing.

CONSTRUCTION OF CURB AND GUTTER:

The sub grade for the curb and gutter shall be prepared by such excavation or filling, as the case may be, as shall be necessary to bring the sub grade when completed as herein provided, to a firm and uniform surface twelve inches below the upper surface of the curb and seven inches below the upper surface of the gutters when constructed on the lines and at the grades herein established and provided.

In preparing the sub grade all necessary filling shall be made from earth of suitable quality, free from animal or vegtable matter, thoroughly tamped and compacted so as to produce a firm, solid and unyielding surface. In excavation, the surface of the sub grade, shall not be disturbed by plowing within an inch from said surface, but shall be brought to a solid and unyielding sub grade by hand tools in a workmanlike manner. Upon the sub grade thus prepared, a concrete combined curb and gutter shall be built at the locations and grades hereinbefore, and of the materials and in the manner hereinafter provided.

The parkway side or back of the concrete curb shall be vertical and twelve inches high with the lower six inches of the curbing six inches thick and built integral with the concrete gutter, which shall be seven inches thick and eighteen inches wide, and conforming to the crown of the pavement surface. The thickness of the curb shall decrease gradually from six inches at the gutter edge to five inches at the top of the curb and the upper roadway edge of the curb and the lower gutter corner shall be rounded to a circular arc of two inch radius.

Forms for the curb and gutter dimensioned to produce the shape and size above provided shall be securely placed upon the sub grade and well moistened before the concrete is placed. Expansion joints shall be placed in the curb and gutter not exceeding thirty-six feet apart and in line with the expansion joints in the concrete pavement. The expansion joints shall be formed by inserting, during construction and leaving in place, prepared strips of bitumen fibre matrix joint filler, three-eighths inch thick, extending through the entire thickness of the curb and gutter and flush with the exposed surface of the same. The curb and gutter shall be constructed between such joints in sections six feet long, separated by means of division plates of one-eighth inch metal exactly conforming to the cross section of the curb and gutter, well oiled and installed in the forms before the concrete is placed, and maintained at right angles to the surface and perpendicluar to the line of the curb and withdrawn when the concrete has hardened sufficiently to keep the edges from joining.

Placing Concrete:
Immediately prior to placing any concrete, the sub grade shall be checked for grade and accepted by the Engineer or his representative.

The surface of the sub grade s hall be wet, but shall show no pools of water when the concrete is placed. When mixed, the concrete shall be placed at once in the forms, filling both the gutter flag and curb with material of the same consistency. The concrete shall then be tamped and spaded until a thin coat of mortar is against the forms and no coarse aggregate will show when the forms are removed.

The exposed concrete portion of the curb and gutter shall be one-eighth inch less in thickness than the completed section. Whole sections shall be constructed without interruption.

Finishing Mortar Coat:

Before the concrete base has begun to harden there shall be spread upon it a mortar finishing coat one-eighth (1/8) inch in thickness. Before it has begun to harden it shall be made smooth by floating and troweling.

When the concrete has hardened sufficiently, the curb and flag face shall be brushed with a calcimine brush dipped in water and shaken, and no marks left on the surface of the work by brushing. The edges of the curb and gutter and the joints between the sections shall be edged with an edging tool having a radius of one-quarter (1/4) inch.

Curing and Protection:

The concrete curb and gutter shall be kept wet for seven days after being laid either by sprinkling or covering with earth and sprinkling. As soon as the concrete has hardened sufficiently, the forms shall be removed and earth banked against the parkway side of the curb for a width of not less than two feet.

The new concrete shall be protected from all damage by traffic or the elements by canvas covers, barricades, fences, red lights at night, or such other means as may be necessary, and safe crossing for pedestrians provided at all street crossings.

STORM WATER INLETS:

Storm water inlets shall be located in the curb and gutter areas at points on the north and south curb and gutter lines of Oak Street five (5) feet east of the east lines of First Street, Second Street and Third Street.

Construction of Storm Water Inlets:

Storm water inlets shall be fitted with suburban style cast iron curb and gutter inlet weighing not less than 205 pounds and covered with a grated iron cover weighing not less than 95 pounds, the cover to be flush with the concrete gutter and the curb box flush with the concrete curb. The casting shall rest on a concrete base six inches thick with the surface of the concrete sloping downward from the rim base of the casting at an angle of 45 degrees forming an inverted cone-shaped receiving chamber in the center of which shall be set an eight-inch No. 1 vitrified sewer pipe elbow with bell end vertical and connected on a direct course to the nearest storm water drain with eight-inch No. 1 vitrified sewer pipe, not exceeding an average depth of four feet.

In crossing the pavement area, the top of the sewer pipe shall be not less than three feet below the finished surface of the pavement.

Inlet Castings:

Inlet castings shall be made from tough, gray iron without blow holes or blisters. They shall be of the general shape and form of the Aylward No. 18 Inlet. The curb box shall be adjustable from five to seven inches above the gutter surface, but with face of inlet adjoining pavement vertical and without flanged base on pavement side.

Back-filling:

All trenches for sewers, drains and all other excavations under the pavement area shall be solidly filled with earth, properly compacted in layers not exceeding six inches in depth. In the parking area, the earth shall be neatly rounded over the trenches.

Grading and Paving:

The area between the roadway faces of the concrete gutters when located and constructed as in this ordinance provided, and between the parkway edges of the alley pavement shall be graded and paved as hereinafter provided.

Grading shall include all cuts, fills, approaches and all moving of excess earth and existing road metal above sub grade,

and shall be paid for in solid excavations only, by the cubic yard as determined by the Engineer.

Excess Excavated Material:

After all necessary filling has been provided for in the improvement, the excess excavated material shall be deposited without charge upon lots adjoining the improvement below grade with the consent of the owner. In case the demand for filling on such lots exceeds the supply, the filling shall extend bakc on each lot, level with the sidewalk, an equal distance, as near as may be determined in advance by the Engineer. Any excess of excavation, not required for filling the low lots, shall be disposed of as directed by the Committee on Streets of the City Council of DeKalb, Illinois.

Haul:

The average round trip free haul of all excavated material shall not exceed 3000 feet.

Sub-Grade:

The sub grade shall be brought to an elevation below the established grade of the finished pavement, an amount equal to the thickness of the pavement hereinafter described. The surface of the sub grade shall be made uniform, solid and firm in density by thoroughly rolling with a ten-ton roller. All portions inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than fifty pounds, the face of which shall not exceed 100 square inches in area. Soft, spongy, yielding spots shall be entirely removed and refilled with firm material.

Parkway Grading:

The parkways throughout the course of the improvement shall be neatly graded, leveled and smoothed from the top of the curb back for a distance of three feet to meet the existing parkway surface.

Adjustment of Manhole Castings:

The cast iron rims and covers of all manholes shall be set to the new pavement grade, together with the re-adjustment of any existing features of like nature. The brick walls of the manholes shall be cut off, or added to, as the case may be, in a workmanlike manner. Brick required for new or additional manhole walls, shall be hard burned and sound and laid with full mortar joints to the same thickness as the old walls. The cast iron rims shall be set on a bed of mortar on the brick manhole walls as reconstructed to the new grade.

Pavement Section:

The sub grade of the improvement between the curb and gutter lines and the parkway lines of the alley pavement, within the area of the improvement, shall be covered with a one-mix concrete pavement, seven inches thick or deep, of concrete has herein prescribed.

JOINTS:

Width, Depth and Location:

Transverse expansion joints shall be placed across the pavement from edge to edge, perpendicular to the center line and not more than thirty-six (36) feet apart. All joints shall be one-half inch in width, shall extend through the entire thickness of the pavement, and shall be perpendicular to the surface thereof.

All metal manhole, catch basin covers, and other fixed objects in the pavement shall be separated from the concrete by joint filler, which shall extend through the entire thickness of the pavement.

Joint Filler:

Joint filler shall consist of prepared strips of fibre matrix and bitumen one-half inch in thickness of approved quality and equal in quality to " Carey Elastite," a joint filler manufactured by Philip Carey Co., of Cincinnati, Ohio. The width or depth of the filler shall be not less than one (1) inch greater than the thickness of the pavement at any point between the edges for transverse joints, with the surplus projecting above the pavement.

Installation:

All joints except as otherewise specified shall be formed by inserting during construction, and leaving in place, the required thickness of joint filler, which shall extend throught the entire thickness of the pavement.

After the joint filler is placed in the pavement portion of the work herein specified, all space below and for one inch from the bottom on each side of the filler shall be packed with solid earth, three inches wide at base and tapering to a point at the filler. The concrete shall be tamped along both sides of the joint filler for the entire width of the pavement with a combination curb tamper.

Any mortar from the concrete containing water in excess of that specified hereinafter under consistency which may be placed next to the joint filler shall be removed and replaced with a mixture of coarse aggregate and mortar of such consistency that it may be tamped as specified.

After the concrete has been placed and when sufficiently hard enough to walk upon without injury to the surface of the pavement, the transverse joint filler shall be cut off to a height of three-eighths inch above the finished surface of the pavement.

PROTECTION PLATES:

The edges of all concrete pavement at the end of all alley returns shall be protected with single, soft steel protection plates. The upper edge of the plate shall be even with the adjoining surface of the concrete and conform to the pavement crown. The cost of the installation of said places shall be merged in the unit (square yard) price of the pavement.

Soft steel plates for the protection of the edges of the concrete at the end of all street and alley returns, shall be not less than two and one-half inches in depth and not less than one-eighth, nor more than one-quarter inch average thickness. The plates shall be of such form as to provide for rigid anchorage to the concrete.

FABRIC REINFORCING:

The concrete pavement shall be reinforced with a steel mesh fabric weighing not less than forty pounds per hundred square feet. The spacing of main members of the fabric shall not exceed six inches and the spacing of the ties or secondary members of the fabric shall not exceed twelve inches.

Reinforcing fabric shall be placed not less than two and one-half inches below the finished surface of the pavement. The reinforcing fabric shall be laid with the main members perpendicular to the center line of the pavement and shall extend across the full width of pavement to within two (2) inches of the edges and all joints, but shall not cross the joints. Adjacent widths of fabric shall be lapped not less than four inches when the lap is made perpendicular to the center line of the pavement, and not less than one foot when the lap is made parallel to the center line of the pavement. The fabric shall be cut to the length specified and shall be rolled or otherwise made to lie flat before being placed over the surface of the concrete.

PLACING CONCRETE

Placing Concrete:

Immediately prior to placing any concrete, the sub grade shall be checked for width and grade, and accepted by the Engineer or his representative. No sand nor gravel shall be placed upon the sub grade before the same has been shaped and brought to its true finish. The surface of the sub grade shall be wet but shall show no pools of water when the concrete is placed.

After mixing the concrete shall be deposited rapidly upon the sub grade and spread uniformly even to the depth required for the reinforcing in successive batches and in a continuous operation without the use of intermediate forms or bulkheads between expansion joints. As the work progresses the concrete above the reinforcing shall be raked and spread by means of a strike board of "lute" uniformly even over the entire area and to the exact grade of the finished pavement. Boot tracks, stony areas and other imperfections shall be dug out and refilled with concrete to the depth of the reinforcing and worked smooth. No workman shall then be allowed to walk over the area so completed.

In case of a breakdown an intermediate transverse joint may be placed as hereinbefore specified at the point selected by the Engineer for stopping work. Any concrete in excess of that needed to complete a section at the finish of the day's work shall not be used and shall be removed from the sub grade.

FINISHING:

As soon as possible after the concrete has been struck off, it shall be rolled to a smooth, even surface with an approved metal roller. The roller shall be hollow, it shall be six feet in length, not less than twelve inches in diameter and shall weigh not less than one pound per lineal inch. It shall be divided vertically through the center into two rollers, each revolving on the same axle, and leaving a one-inch space between them, to allow rolling on both sides of the projecting joint filler at the same time. The roller will be provided with such fastenings that ropes may be attached to both sides, so that it can be pulled across the pavement. The roller shall be operated at such an angle with the center line of the pavement that it advances along the pavement about two feet for each trip across. The roller shall pass from one edge of the pavement to the other, and at transverse joints shall be set over the projecting joint filler so that rolling may be done on both sides of the joint at the same time without interfering with the position of the joint filler. After the roller has covered a given area in the manner described, the same area shall be similarly rolled not less than three times at intervals of fifteen to forty minutes, depending on the stiffening of the concrete, and as many additional times as may be necessary to remove excess water.

After the rolling has been completed the pavement shall be rubbed smooth of all ridges or depressions left by the roller, and brought to a true and even surface by the use of a long handle float and finished by belting not less than twice as hereinafter described. The belts shall be eight (8) inches in width, and not less than three feet longer than the width of the pavement and made of three layers of ten ounce canvas, saturated in kerosene oil.

For the application of the first belt, vigorous strokes at least twelve inches long shall be used and the longitudinal movement of the belt along the pavement shall be very slight.

For the application of the second belt, which shall be immediately after the water glaze or sheen disappears, the stroke of the belt shall be not more than four inches and the longitudinal movement shall be a continuous forward movement.

To finish the joints a suitable bridge to span the width of the pavement shall be used, no part of which shall be in contact with the finished work..

A straight edge eight feet in length, notched at the center, shall be used for testing each transverse joint immediately after the last rolling and shall show a bearing for its entire length. The straight edge shall be placed over the joint, parallel to the center line of the pavement and moved across from curb to curb. When, upon testing, the surface of the concrete is shown to be high or low, concrete will be added or removed to bring the surface to its true shape.

The concrete adjoining transverse joints shall be dense in character and after rolling shall be finished with a wood float, which is divided through the center and which will permit finishing on both sides of the filler at the same time.

When the concrete shall have become sufficiently hard to work, the surface of the pavement for a distance of five inches on each side of the joint filler shall be finished with a metal trowel, and the edges of the joint shall be rounded with an edging tool having a radius not greater than one-quarter inch.

For a distance of twelve inches in from the edge of the pavement at the sides, the concrete shall be made dense and smooth and finished with a metal trowel, and to the exact height of the upper edge of the gutter flag of the curb and gutter laready constructed.

The edges of the pavement shall be rounded slightly with an edging tool having a radius not greater than one-quarter inch.

The finished surface of the pavement shall not vary more than one-quarter inch in three feet from the specified contour.

The combination curb and gutter shall be swept and kept clean immediatly after the last belting has been performed in finishing the pavement.

PROTECTION

Curing and Protection:

The surface of the pavement shall be sprayed with water as soon as the concrete is sufficiently hardened to prevent pitting, and shall be kept wet until an earth or other approved covering is placed. As soon as it can be done without damaging the concrete, the surface of the pavement shall be covered with not less than two inches of earth or other material approved by the Engineer, which cover shall be kept wet for at least ten days, The "ponding" method may be used at the option of the contractor, the pavement being flooded and kept wet for ten days. When deemed necessary or advisable by the Engineer, freshly laid concrete shall be protected by canvas until such earth covering can be placed.

In hot weather, under the most favorable conditions for hardening, the pavement shall be closed to traffic for not less than fourteen days, and in cool weather for an additional time, to be determined by the Engineer.

Removal of Protective Material:

Before the pavement is opened to traffic, the covering shall be removed without interference with the projecting expansion joint filler.

SECTION 2.

The recommendation of the Board of Local Improvements of said City for the passage of this ordinance and the construction of said improvement, together with anestimate of cost thereof over the signatures of J.J. Kingsley, President, and W.M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

SECTION 3.

The expense of connecting the drain sewer inlets with existing storm drains, and of adjusting existing drain inlets to the finished surface of said pavement, as in this ordinance provided, shall be paid by general taxation.

SECTION 4.

The remainder of said improvement shall be made and the cost thereof, including the sum of Five Hundred Sixty-five Dollars and Sixteen cents ($565.16), being the amount included in said estimate of cost for the making and collecting of the special assessment herein provided for and other expenses in said estimate mentioned or included, shall be paid by special assessment upon the property specially benefited thereby, in accordance with the provisions of an Act of the General Assembly of the State of Illinois, entitled, "An Act concerning Local Improvements," approved June 14th, 1897, in force July 1st, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of Five Hundred Sixty-five Dollars and Sixteen cents ($565.16) shall be applied towards the expense of making and collecting said assessment, and other costs and expenses mentioned or included in said estimate, as provided by Section 94 of said act and all amendments thereof.

SECTION 5.

The City Attorney of said City is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of De Kalb praying that the necessary steps may be taken to levy a special assessment for said improvement in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof.

SECTION 6.

All ordinances or parts thereof, in conflict with the provisions of this ordinance, are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of DeKalb, at a Special meeting thereof, held June 18th, 1923 and APPROVED by me, this 18th day of June A.D. 1923.

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J. J. Kingsley
Mayor.

ATTEST: G W Blackman
City Clerk.

To the Board of Local Improvements of the City of De Kalb,
De Kalb County, Illinois:

The undersigned, President and Engineer of the Board of Local Improvements of said city, do hereby, in accordance with a resolution of said Board of the date of May 8th, 1923, submit herewith their estimate of the cost of construction by special assessment of the following described local improvement, within said city, to-wit:

The improvement of the roadway of Oak Street from First Street to Fourth Street by necessary grading, adjustment of sanitary sewer manholes to new grade, construction of additional storm water inlets and connecting same with existing drain sewer by 8 inch vitrified pipe sewer and by paving the said roadway with a steel reinforced sand, gravel and Portland cement concrete pavement with bitumen fibre matrix joint filler, seven inches thick and 21 feet in width and roadways of alleys within the area of Oak Street paved 14 feet in width, and curbing the same with sand, gravel and Portland cement combined concrete six inch curb and eighteen inch gutter, with soft steel protective plates at exposed edges of pavement, as follows:

2532 Sq. yds. of sand, gravel and Portland cement concrete pavement, 7 inches thick, including steel mesh wire reinforcement and fibre bitumen matrix at joints, protection and cure of finished pavement and removal of protective material, at $2.65 per Sq. Yd.,	$6709.80
1954 lineal feet of sand, gravel and Portland cement combined concrete curb and gutter, 12 inches deep and 6 inches thick with exposed face 5 inches high. Gutter 18 inches wide and 7 inches thick, at $.90 per lineal foot,	1758.60
800 Cubic yards of excavation above subgrade, at $.90 per cubic yard,	720.00
3 Manholes adjusted to new grade, at $5.00 each,	15.00
6 Cast Iron Storm Water Inlets without catch basins, @ $20.00 E.	120.00
120 lineal feet of 8 inch vitrified pipe sewer drains to conncect storm water inlets to sewers @ $.80 per Lineal Foot,	96.00
Total cost of work,	$ 9419.40
Cost of making, levying and collecting special assessment for said improvement and other lawful expense attending the same, as provided by law,	565.16
Total estimated cost of said improvement,	$ 9984.56

The foregoing estimate includes all work, materials, and labor of every kind necessary for construction of said improvement in accordance with said resolution, complete, and we hereby certify that the same does not, in our opinion, exceed the probable cost of said improvement and the lawful expense attending the same.

Dated May 8th, 1923.

J.J. Kingsley
President, and

W.M. Hay
Engineer of the
Board of Local Improvements.

Filed May 8th, 1923.

W.P. Hiland.
Secretary.

445

AN ORDINANCE

ATERWORKS
XTENSION
ONDS---
30,000)

Providing for the issuance of Twenty Thousand Dollars Water Works Extension Bonds.

BE IT ORDAINED by the City Council of the City of De Kalb, County of De Kalb and State of Illinois:

Sectionl. There shall be borrowed on the credit of the City of De Kalb the sum of Twenty Thousand Dollars ($20,000.00), for the purpose of extending the Water Works System in aforesaid city.

The negotiable coupon bonds of said City shall be issued for such purpose and to the amount aforesaid, and shall be dated the first day of September, A. D. 1923 and shall be of the denomination of Five Hundred Dollars ($500.00) each, and bear interest at the rate of five (5) per cent per annum payable semi-annually on March 1st and September 1st of each year, after their date.

Said bonds and coupons shall be in substantially the following form:

No._____ $500.00

UNITED STATES OF AMERICA
STATE OF ILLINOIS
CITY OF DE KALB
WATER WORKS EXTENSION BOND.

KNOW ALL MEN BY THESE PRESENTS that the City of De Kalb, County of De Kalb and State of Illinois, hereby acknowledges itself to owe, and for value received, hereby promises to pay to bearer the sum of Five Hundred Dollars ($500.00), lawful money of the United States, on the first day of September, 19____, with interest thereon from the date hereof until paid at the rate of Five (5) per cent per annum, payable semi-annually on the first day of March and of September in each year on presentation and surrender of the annexed interest coupons as they severally become due. Both principal and interest of this bond are hereby made payable at the office of the City Treasurer of the said City of De Kalb, State of Illinois.

This bond is one of a series of like tenor, except meturity, numbered from one (1) to forty (40) both inclusive, and issued for the purpose of extending the Water Works System of said City, under the authority of Chapter 24 of the Revised Statutes of the State of Illinois and of an ordinance of the City of De Kalb duly passed, which ordinance was duly ratified at an election duly called and held on the 3rd day of August, 1923.

It is hereby certified and recited that all acts, conditions and things required to be done precedent to and in the issue of this bond have been done, happened and been performed in regular and due form as required by law, and that the total indebtedness of the City of De Kalb, including this bond, does not exceed the statutory or constitutional limitations, and that provision has been made for the collection of a direct annual tax sufficient to pay interest hereon as it falls due and also to pay and discharge the principal hereof at maturity.

This Bond is subject to registration as to principal in the name of the holder on the books of the City Clerk of said City, such registration to be evidenced by notation of said Clerk on the back hereof, and after said registration no transfer hereof except upon such books and similarly noted hereon shall be valid, unless the last registration hereof shall have been to bearer. Registration hereof shall not affect the negotiability of the coupons herto attached, which shall continue negotiable by delivery merely, notwithstanding registration hereof.

IN TESTIMONY WHEREOF the City Council of the City of De Kalb, Illinois, has caused this bond to be signed by the Mayor and attested by the City Clerk, with the corporate seal herto affixed, and has caused the annexed interest coupons to be executed by the facsimile signatures of said officers this first day of September, 1923.

J. J. Kingsley
Mayor.

ATTEST:
G. A. Blackman
City Clerk.

COUPON.

On the first day of March ~~Sep~~ September 19_____, the City of De Kalb, Illinois, promises to pay to bearer _____ ($), at the office of the City Treasurer of said City, for interest due that day on its Water Works Extension Bond dated September 1, 1923, No. _____

J. J. Kingsley
Mayor.

ATTEST:

G. M. Blackman
City Clerk.

Said bonds shall be numbered from one (1) to forty (40) both inclusive and shall be of the denomination of Five Hundred Dollars ($500.00), and all of said bonds shall mature in order of their numbers as follows:

One Thousand Dollars ($1000.00)	September 1st, 1924.
One Thousand Dollars ($1000.00)	September 1st, 1925.
One Thousand Dollars ($1000.00)	September 1st, 1926.
One Thousand Dollars ($1000.00)	September 1st, 1927.
One Thousand Dollars ($1000.00)	September 1st, 1928.
One Thousand Dollars ($1000.00)	September 1st, 1929.
One Thousand Dollars ($1000.00)	September 1st, 1930.
One Thousand Dollars ($1000.00)	September 1st, 1931.
One Thousand Dollars ($1000.00)	September 1st, 1932.
One Thousand Dollars ($1000.00)	September 1st, 1933.
One Thousand Dollars ($1000.00)	September 1st, 1934.
One Thousand Dollars ($1000.00)	September 1st, 1935.
One Thousand Dollars ($1000.00)	September 1st, 1936.
One Thousand Dollars ($1000.00)	September 1st, 1937.
One Thousand Dollars ($1000.00)	September 1st, 1938.
One Thousand Dollars ($1000.00)	September 1st, 1939.
One Thousand Dollars ($1000.00)	September 1st, 1940.
Three Thousand Dollars ($3000.00)	September 1st, 1941.

That for the purpose of providing for the payment of the principal and interest of said bonds as they respectively become due, there shall be and there is hereby levied a continuing direct annual tax upon all the taxable property situated in the City of De Kalb sufficient to produce in each of the following years the following sums, that is to say:

Year	Principal	Interest	Total
1923	$1000.00	$1000.00	$2000.00
1924	1000.00	950.00	1950.00
1925	1000.00	900.00	1900.00
1926	1000.00	850.00	1850.00
1927	1000.00	800.00	1800.00
1928	1000.00	750.00	1750.00
1929	1000.00	700.00	1700.00
1930	1000.00	650.00	1650.00
1931	1000.00	600.00	1600.00
1932	1000.00	550.00	1550.00
1933	1000.00	500.00	1500.00
1934	1000.00	450.00	1450.00
1935	1000.00	400.00	1400.00
1936	1000.00	350.00	1350.00
1937	1000.00	300.00	1300.00
1938	1000.00	250.00	1250.00
1939	1000.00	200.00	1200.00
1940	3000.00	150.00	3150.00

Provision to meet the requirements hereof shall be annually made hereafter in the appropriation bills.

WHEREAS, the tax levy for the year 1923 may not be collected in time to pay the coupons due March 1st, 1924, there is hereby appropriated out of the general funds of the City of De Kalb the sum of Five Hundred Dollars ($500.00), which shall be applied to the payment of the coupon No. 1 aforesaid. But said sum so advanced shall be returned to the general fund out of the tax levy hereby made when the same can be done without interference with the timely payment of said bonds and coupons.

A special election shall be held in said city on Friday, August 3rd, 1923, at the polling places hereinafter mentioned, and the polls shall be open between the hours of 7 o'clock A. M. and 5 o'clock P.M., the following named persons shall be judges and clerks of said election:

FIRST WARD:

Polling place: Elks Garage

Judges: F.M. Newcomb, M.J. Henaughan, J.W. Taylor.

Clerks: Bert Holderness, W.S. Martin, E.C.Kohler.

SECOND WARD:

Polling place: Rest Room.

Judges: J.G. Lundberg, Anna Moore, I.C. Snow.

Clerks: Clara Hubbard, Myrtle Hyde, C. Kirchner.

THIRD WARD:

Polling place: Finnish Hall.

Judges: P. Vanordstrand, F. Bruggerman, Jean Larsen.

Clerks: Pearl Lawson, Minnie Strem, Ethel Sever.

FOURTH WARD:

Polling place: Bristow's Garage

Judges: G.E. Bristow, Oscar Wendell, Fred Larson, Jr.

Clerks: Anna Jones, Doris Ferguson, Ellen Hale.

FIFTH WARD:

Polling place: City Hall.

Judges: J.H. Jarboe, C. Morehead, M. Hanrahan.

Clerks: C.J. Holderness, James Dodge, H.A. Van Patten.

At said special election, the question of approval of this ordinance and the issuance of bonds herein provided for shall be submitted to the legal voters of said city, for their approval, and due and proper notice shall be given of said election, as provided by law, which said notice shall contain a copy of this ordinance.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting held July 3rd, 1923, and approved by me this 3rd day of July, 1923.

J. J. Kingsley
Mayor.

ATTEST:
D. F. Blackman
City Clerk.

AN ORDINANCE

APPROPRIATION ORDINANCE FOR YEAR ENDING APRI 30th, 1924.

MAKING APPROPRIATIONS for corporate purposes of the City of De Kalb, for the fiscal year of said city, from May 1st, 1923 to April 30th, 1924, inclusive.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb and in the State of Illinois:

Section 1. The following sums or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, in the State of Illinois, for the fiscal year of said City, beginning May 1st, 1923 and ending April 30th, 1924, inclusive:

Salaries-City officers		$7,000.00
Salaries and expense, City Council		1,500.00
Fire Department Salaries and Maintenance		15,000.00
Police Department Salaries and Maintenance		14,000.00
Roads, Bridges, Streets and Alleys		7,500.00
Sidewalks		1,500.00
Water Works Maintenance		5,000.00
Sewers and Drains Maintenance		3,000.00
Water Works pumping account		14,000.00
Street Lighting		13,000.00
Maintenance Public Buildings		1,500.00
Maintenance Rest Room		1,200.00
Maintenance Health Department		1,500.00
Maintenance Parks		3,000.00
Election Expense		1,400.00
Maintenance City Court		300.00
Incidentals		2,000.00
Expense-Board of Local Improvements		3,000.00
Extraordinary repairs and replacements		1,800.00
Permanent Improvements:		
Public Improvements-Special Assessment		7,000.00
Fire Department Equipment		9,000.00
Police Department Equipment		1,000.00
Extension Waterworks		25,000.00
Extension Sewers and Drains		3,500.00
Extension Sidewalks		600.00
Extension Street Lighting System		500.00
		143,800.00--143,800.00
Maintenance Public Hospital	10,000.00	
Garbage Disposal	4,700.00	
Maintenance Public Library	4,700.00	
Waterworks Extension Bonds of 1912, due 5/1/24	1,500.00	
Interest on Waterworks Extension Bonds, 1912, due 5/1/24	787.50	
Public Hospital Bonds of 1916, due 3/1/24	2,500.00	
Interest on Public Hospital Bonds of 1916, due 3/1 and 9/1/24	1,575.00	
Interest on Public Hospital Bonds of 1920, due 3/1 and 9/1/24	3,412.50	
Public Hospital Bonds of 1923, due 3/1/24	2,000.00	
Interest on Public Hospital Bonds of 1923, due 3/1 and 9/1/24	2,050.00	
Waterworks Extension Bonds of 1923, due 9/1/24	1,000.00	
Interest on Waterworks Extension Bonds of 1923, due 3/1 and 9/1/24	1,000.00	35,225.00
		179,025.00

All unexpended balances of any item or items of any general appropriation made by this ordinance, may be expended by making up the deficiency in any item in the general appropriation and for the same general purpose, or in a like appropiation made by this ordinance.

Section 2. This ordinance shall be in force and effect from and after ten days after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held upon the 3rd day of July, A. D. 1923, and approved by me this 3rd day of July, A.D. 1923.

J. J. Kingsley
Mayor

ATTEST:
G N Blackman
City Clerk.

AN ORDINANCE

ORDINANCE CITY EMPLOYEES SALARIES.

fixing the salary and compensation of certain officers of the City of De Kalb, for the term ending April 30th, 1925.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. The salaries of the elective officers of the City of De Kalb hereinafter mentioned, for the term ending April 30th, A. D. 1925, shall be and the same are hereby fixed as follows:

Mayor, the sum of Five Hundred Dollars per annum.

City Clerk, the sum of Two Thousand Dollars per annum.

City Treasurer, the sum of Two Hundred Fifty Dollars per annum.
Commissioner of Public Works, the sum of Nineteen hundred twenty Dollars.
City Attorney, the sum of Nine Hundred Dollars per annum, in full compensation for all services rendered by him, except as follows:

1. He shall also be paid his necessary travelling, lodging and boarding expenses, while engaged by order of the City Council in the business of said City, outside of De Kalb County.

2. He shall also be paid at the rate of Fifteen Dollars per day for time actually spent by him in the interests of the City of De Kalb, in courts of record in the trial of contested cases, and for time actually spent before commissions in hearings, and the same rate for time actually spent by him in the preparations for trial or hearings, and for work conncected with special assessment proceedings.

3. He shall keep an accurate record of the time spent by him upon services to be paid for upon such per diem basis, and of his expenses mentioned in Article 1 above, which record he shall exhibit at any time, upon request, to the Mayor or City Council or any committee or member thereof.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of said City at a regular meeting thereof upon the 3rd day of July, A. D. 1923, and approved by me this 3rd day of July, A. D. 1923.

J. J. Kingsley
Mayor.

ATTEST:

G. N. Blackman
City Clerk.

AN ORDINANCE

providing for the division into installments of the Special Assessment to be levied for the improvement of the roadway of Oak Street from first Street to Fourth Street.

INSTALLMENT DIVISION OF OAK STREET* SPECIAL ASSESSMENT.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property and also each individual assessment and amount, if any, to be assessed against the City of De Kalb as public benefits, under proceedings now pending in the City Court of De Kalb in said County for a special assessment for the improvement of the roadway of Oak Street from First Street to Fourth Street, in said city, by paving and otherwise improving the same, pursuant to the provisions of an ordinance of said city entitled, "An Ordinance providing for the improvement of the roadway of Oak Street from First Street to Fourth Street by special assessment" passed by the City Council of said City on the 18th day of June, A.D. 1923, and approved by the Mayor of said City on the 18th day of June, A. D. 1923, shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An act concerning Local Improvements," approved June 14th, 1897, in force July 1st, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said city, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held August 7th, 1923, and approved by me, this 7th day of August, A. D. 1923.

J. J. Kingsley
Mayor.

ATTEST:

G. R. Blackman
City Clerk.

****AN ORDINANCE****

TAX ORDINANCE FOR YEAR ENDING APRIL 30th 1924.

for the levy and assessment of taxes for corporate purposes of the City of De Kalb for the fiscal year of said City ending April 30th, 1924.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

Section 1. The sum of Eighty-seven Thousand One Hundred Ninety and 05/100 Dollars, ($87,190.05), the same being that part of the total appropriations heretofore made for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, Illinois, to be collected from the tax levy for the current fiscal year of said City, shall be and the same is hereby levied and assessed upon all real and personal property in said city subject to its municipal tax, as the same is assessed for state and county purposed for the current fiscal year of said city ending April 30th, 1924, the total amount of which has been ascertained by an ordinance passed by the City Council of said City, on the 3rd day of July, 1923, and approved by the Mayor of said City, on the 3rd, day of July, 1923, and published in the De Kalb Daily Chronicle, a daily secular newspaper of general circulation published and circulated in said city for at least six months preceding the date of publication of said ordinance therein, on the 17th day of July, 1923, the amount of said appropriations being as follows:

Salaries--City officers	$7,000.00
Salaries and expense--City Council	1,500.00
Fire DepartmentSalaries and Maintenance	15,000.00
Police Department Salaries and Maintenance	14,000.00
Roads, Bridges, Streets and Alleys	7,500.00
Sidewalks	1,500.00
Water Works Maintenance	5,000.00
Sewers and Drains Maintenance	3,000.00
Water Works Pumping Account	14,000.00
Street Lighting	13,000.00
Maintenance Public Buildings	1,500.00
Maintenance Rest Room	1,200.00
Maintenance Health Department	1,500.00
Maintenance Parks	3,000.00
Election Expenses	1,400.00
Maintenance City Court	300.00
Incidentals	2,000.00
Expense-Board of Local Improvements	3,000.00
Extraordinary repairs and replacements	1,800.00
Permanent Improvements:	
Public Improvements-Special Assessment	7,000.00
Fire Department Equipment	9,000.00
Police Department Equipment	1,000.00
Extension Waterworks	25,000.00
Extension Sewers and Drains	3,500.00
Extension Sidewalks	600.00
Extension Street Lighting System	500.00
	$ 143,800.00

Maintenance Public Hospital	$10,000.00	
Garbage Disposal	4,700.00	
Maintenance Public Library	4,700.00	
Waterworks Extension Bonds of 1912, due 5/1/24	1,500.00	
Interest on Waterworks Extension Bonds 1912, due 5/1/24	787.50	
Public Hospital Bonds of 1916, due 3/1/24	2,500.00	
Interest on Public Hospital Bonds of 1916, due 3/1/ and 9/1/24	1,575.00	
Interest on Public Hospital Bonds of 1920, due 3/1/ and 9/1/24	3,412.50	
Public Hospital Bonds of 1923, due 9/1/24	2,000.00	
Interest on Public Hospital Bonds of 1923, due 3/1 and 9/1/24	2,050.00	
Waterworks Extension Bonds of 1923, due 9/1/24	1,000.00	
Interest on Waterworks Extension Bonds of 1923, due 3/1 and 9/1/24	1,000.00	$35,225.00
		$179,025.00

The remaining amount of said appropriations shall be filled and raised from moneys on hand and not otherwise appropriated and from other sources of revenue of said city, the said sum so levied and assessed being divided between said items of said appropriations as follows:

Salaries--City Officers		$3,000.00
Salaries and Expense City Council		500.00
Fire Department Salaries and Maintenance .		7,000.00
Police Department Salaries and Maintenance.		4,000.00
Roads and Bridges--Streets and Alleys . . .		3,000.00
Sidewalks		800.00
Waterworks Maintenance		3,000.00
Waterworks Pumping		4,500.00
Sewers and Drains Maintenance		2,500.00
Street Lighting		4,000.00
Maintenance Public Buildings		500.00
Maintenance Health Department		500.00
Maintenance Parks		500.00
Election Expense		300.00
Maintenance City Court		300.00
Maintenance Rest Room		500.00
Incidentals		1,000.00
Expenses Board of Local Improvements . . .		800.00
Extraordinary Repairs and Replacements . .		800.00
Permanent Improvements:		
Fire Department Equipment		800.00
Police Department Equipment		800.00
Extension Waterworks		1,500.00
Extension Sewers and Drains		3,500.00
Extension Sidewalks		565.05
Extension Street Lighting		500.00
		$45,165.05
Public Benefits for Special Assessments . .	$6900.00	
Maintenance Public Hospital	10000.00	
Garbage Disposal	4600.00	
Maintenance Public Library	4700.00	
Waterworks Extension Bonds of 1912, due 5/1/24	1500.00	
Interest on Waterworks Extension, 1912 Bonds due 5/1/24	787.50	
Public Hospital Bonds of 1916 due 3/1/24 .	2500.00	
Interest on Public Hospital Bonds of 1916 due 3/1/24 and 9/1/24	1575.00	
Interest on Public Hospital Bonds of 1920, due 3/1/24 and 9/1/24	3412.50	
Public Hospital Bonds of 1923 due 3/1/24 .	2000.00	
Interest on Public Hospital Bonds of 1923, due 3/1/24 and 9/1/24	2050.00	
Waterworks Extension Bonds of 1923, due 9/1/24	1000.00	
Interest on Waterworks Extension Bonds of 1923, due 3/1/24 and 9/1/24	1000.00	42,025.00
		$ 87,190.05

Section 2. The City Clerk of said city is hereby directed to file with the County Clerk of De Kalb County, Illinois, on or before the third Tuesday of September, A. D. 1923, a copy of this ordinance duly certified by him under the corporate seal of said city, as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held September 7th, 1923, and approved by me, this 8th day of September, 1923.

J. J. Kingsley
Mayor.

ATTEST:

G. N. Blackman
City Clerk.

WEST LINCOLN HIGHWAY AND JOHN STREET SEWER.

To the Honorable Mayor and City Council of the City of De Kalb, in De Kalb County, Illinois:

Gentlemen,

We submit herewith a draft of an ordinance providing for the construction by special assessment of a connected system of sanitary sewers as described therein, in accordance with a resolution adopted by the Board of Local Improvements of said city on the 23rd day of August, A. D. 1923, originating a scheme for said improvement, and adopted by said Board by resolution at a meeting for public consideration of said improvement held September 5th, 1923, together with an estimate of cost of said improvement, over the signatures of J.J. Kingsley, President, and W.M. Hay, Engineer of said Board, and recommend the passage of said ordinance and the making of said improvement.

Dated, September 7th, 1923.

J.J. Kingsley

W.P. Hiland.

Geo. Hallaron.

G.W. Moore.

J.B. Lindstrom.

Chas. Morehead.

Board of Local Improvements of the City of De Kalb, In De Kalb County, Illinois.

To the Board of Local Improvements of the City of De Kalb, County of De Kalb and State of Illinois:

We submit herewith an estimate of cost of a proposed system of connected sanitary sewers to be constructed by special assessment and cost of making and collecting the assessment and other lawful expenses connected with the making of said improvement, in accordance with a resolution adopted by the Board of Local Improvements of said City on the 23rd day of August, 1923, as follows:

1690 lineal feet of 8 inch internal diameter vitrified pipe sewer, including cemented joints, excavation, laying and backfilling complete, at 80¢ per lineal foot,	$1352.00
880 lineal feet of 6 inch internal diameter vitrified pipe sewer, including cemented joints, excavation, laying and backfilling complete, at 70¢ per lineal foot,	616.00
13 Brick Man Holes of 3 feet internal diameter, 8 inch base and wall, with cast iron rim and cover, complete, at $40.00 each,	520.00
5 Lamp Holes of vertical vitrified 6 inch sewer pipe, concreted in place with cast iron rim and cover complete, at $15.00 each,	75.00
120 lineal feet of Brick pavement relaid, at 40¢ per lineal foot,	48.00
40 lineal feet of Macadam pavement relaid, at 40¢ per lineal foot,	16.00
Engineering, inspection and supervision of work during construction,	225.00
Total cost of work,	$2852.00

$2,852.00

Cost of Making, Levying and collecting special assessment for said improvement and other lawful expense attending the same, as provided by law, 171.12

Total estimated cost of improvement, $3,023.12

And we hereby certify that in our opinion the above estimate does not exceed the probable cost of said improvement, and the lawful expenses attending the same.

Dated August 23rd, 1923.

J.J. Kingsley.
President.

W.M. Hay.
Engineer,
of the Board of Local Improvements.

*****AN ORDINANCE*****

for a connected system of sanitary sewers in and for a portion of the City of De Kalb:

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. That a local improvement shall be made in the city of De Kalb, in the County of De Kalb, in the State of Illinois, the nature, character, locality and description of which said local improvement shall be as in this ordinance provided:

Section 2. There is hereby established a sewer district, comprising the territory in said City, the sewage from which will be collected and disposed of by said system of sewers, which said sewer district is dexcribed as follows:

Commencing on the South line of Lincoln Highway to a point 137.8 feet Westerly from the Southwest corner of First Street and Lincoln Highway, thence Southwesterly and parallel to the west line of First Street to a point that is 150 feet distant (when measured at an angle of ninety degrees) on the South line of Lincoln Highway; thence Westerly and parallel to Lincoln Highway to the West line of Corking's Addition to the Kishwaukee River; thence Northerly along the West line of Corking's Addition and Spangenberg's Addition to the North line of Lot 12, Block 2, of Spangenberg's Addition; thence Easterly on the North line of said Lot 12 to the Northeast corner of said lot; thence Easterly on a direct line to the Northeast corner of LOt 9 in Block 1 of Spangenberg's Addition; thence Southerly on the East line of said Block 1 to a point that is 150 feet Northerly from the North line of Lincoln Highway to the point of intersection with the South line of Lot 2 of Mayo's Second Subdivision; thence Easterly along the said South line to the Northwest corner of Lot 1 of said Mayo's Second Subdivision; thence Southerly along the Westerly line of said Lot 1 to the North line of Lincoln Highway; thence Southeasterly on a direct line acorss Lincoln Highway to the place of beginning.

Right, permission, privilege and authority are hereby given and granted to the present and future owners and occupants of the lands lying within the said sewer district which shall be specially assessed for said sewer system to connect all house drains which now exist or which may be constructed hereafter within said district into and with the sewers described in this ordinance, for the purpose of discharging sewage only into said sewers:

Section 3. The system of sanitary sewers and manholes herein described shall be built along the sewer lines in this ordinance prescribed. The elevations referred to for said sewer lines are the number of feet and decimals of a foot given above the established City Datum, and mean the elevation of the inside of the pipe at the bottom or lowest point.

The sewers shall be built with a uniform slope along the inside bottom line thereof between the various elevations given. Where theterm "sewer line" is used herein, it means the line along which such sewers are to be built and located as aforesaid. The dimensions of the various lines of sewer given mean the internal diameter of the same.

The upper half of each line of sewer pipe shall be cut away from its entrance to the manhole to the center thereof, leaving the lower half to form an invert in the bottom of the manhole, and where sewers of different internal diameter enter the same manhole, the lower half of the pipe forming the outlet from the same shall be carried across the bottom from the point of outlet to the opposite point of inlet, along the center bottom line of the same, and connected in the center with the lower half of any sewer pipes entering such manholes from the other sides.

Thirteen (13) manholes shall be built as hereinafter provided, centrally over the lines of said sewers at points of elevation given, one at each connection or junction of main lines of sewer desceibed and at other necessary points on the lines of said sewers. Eleven of said manholes shall be cylindrical in form, of an internal diameter of three (3) feet, and the top of said manholes shall narrow to two (2) feet internal diameter, being decreased by means of six (6) header courses drawn in, the diameter being decreased two (2) inches for each course. Two of said manholes at points 225 feet South of the South line of Locust Street on each side of John Street shall be cylindrical in form and of an internal diameter of two feet.

The bottom, except space occupied by inverts, and the walls of each manhole, shall be built of the best quality of standard, hard burned sewer brick furnished by the city at its yard, laid in cement mortar, composed of one (1) part by measure of the best Portland cement, to three (3) parts by measure of clean, sharp, dry sand, free from all loam, clay, animal or vegetable matter, The sand and cement shall be thoroughly mixed together dry so as to show an even color and be free from streaks, and shall then be reduced to mortar by the addition of clean water. The mortar so made shall be at once used. The walls of said manholes shall be eight (8) inches in thickness, and the bottom of each manhole shall be of the thickness of six inches. The upper surface of the bottom shall be laid flush with the side top edges of the inverts.

All manholes shall be watertight. Each manhole shall be fitted with a cast iron rim weighing at least two hundred (200) pounds, and a lid weighing at least one hundred (100) pounds. The rim and the lid shall be cast from the best quality of gray iron, of tough and even grain. The rim shall be cylincrical in form. of twenty-two (22) inches internal diameter, eight (8) inches high, with a five (5) inch flange, walls and flanges to be at least three-fourths (3/4) inch thick. The lid shall be twenty-one and three-quarters ($21\frac{3}{4}$) inches in diameter, with a rough top and ribbed bottom, inside ribs to be at least one-half ($\frac{1}{2}$) inch thick, and the outside rim and the top to be at least one and one-half ($1\frac{1}{2}$) inches thick. The lid shall be of the kind known as the closed cover and shall fit snugly on the rims and the upper surface of the lid of each manhole shall coincide with the surface of the street, avenue or alley at that point.

Beginning two feet from the bottom and thence sixteen (16) inches apart, wrought iron steps shall be placed in each manhole, made of a single piece of three-quarter ($\frac{3}{4}$) inch round wrought iron, thirty-eight (38) inches long, bent so as to form a step four (4) inches by ten (10) inches when laid up on the wall of the manhole, with the sides extended through the wall and each end turned up one inch, forming a hook along the outside surface of the manhole.

At the upper terminals of sewers, lamp holes shall be constructed by providing a "T" connection at the end of the sewer with "T" branch extending upward and connected by six inch sewer pipe laid vertically with joints cemented to within eight inches of the surface, and with earth thoroughly compacted around the pipe. Around the upper six inches of the pipe a ring of concrete, composed of one (1) part Portland cement, two (2) parts of clean sand and four (4) parts of clean gravel, shall be laid with wall six (6) inches thick, flush with the top of the pipe. Upon this base shall be set a suitable circular cast iron rim and cover eight (8) inches high, weighing not less than sixty (60) pounds, and with an inside diameter not less than six (6) inches or more than eight (8) inches. The lid shall fit snugly on the rim and the surface shall coincide with the street surface at the point.

The tile pipe to be used in the construction of said improvement shall be true cylindrical in shape, smooth and round, thoroughly vitrified and free from all imperfections, of the hub and spigot pattern. Each length of pipe shall be not less than two (2) feet, and all of said pipe shall be properly laid to line and grade, with all joints filled with mortar composed of one part best Portland cement and one part clean sand, free from all loam, clay, animal or vegetable matter. The sand and cement shall be thoroughly mixed together dry so as to show an even color and be free from streaks, and then be used at once and a suitable joint wiper provided for wiping the joints between pipe after cementing.

The shell of said tile pipe sewer shall be of the following thickness:

For 8--inch pipe, 3/4 inch.
for 6--inch pipe, 5/8 inch.

There shall be house slants or "Y" branches for house sewage on said sewers, one for each lot, piece or parcel of land or separately owned protion thereof in said sewer district, fronting or abutting on the lines of said tile pipe sewers. Said house slants shall be so placed as to serve at the street line the center of each lot, piece or parcel of land or separately owned portion thereof for which they are placed in the sewer. Such house slants shall be true cylindrical in shape, smooth and sound, thoroughly glazed and free from lumps and imperfections and shall be closed with a glazed sewer pipe stopper.

In the laying of the sewers, wherever any house sewer service is crossed or encountered, the same shall be connected in a workmanlike manner and a "Y" branch connection provided at such point or points. The extra expense of the "Y" branches and connections shall be merged in the price per foot bid for the main sewer.

The lines of the proposed sewers shall be connected with the existing sewer at the manhole in the latter at Locust and John Streets, in a proper and workmanlike manner.

All brick or macadam paving and other street, avenue and alley surfaces disturbed in the construction of said proposed sewers shall be restored to a condition equally as good as before being disturbed.

The trenches for the sewers shall be properly excavated to the grades or elevations of the sewers hereinafter given and after the sewer pipes have been laid all trenches shall be carefully backfilled and the surface neatly reounded over. Any surplus material shall be removed by the contractor a distance not in excess of 1,000 feet.

Said system of sanitary sewers and manholes shall be located, built and constructed, as follows: to-wit:

From the sanitary sewer manhole at the intersection of Locust and John Streets two lines of eight inch sewer shall be laid both at an elevation of 60 feet above City Datum at the said manhole and extending directly to points on the South line of Locust Street extended westerly, six feet East and West respectively from the West and East line of John Street both at an elevation of 60.15 feet; along John Street on a line six feet East of the West line thereof from the South line of Locust Street extended westerly, an eight inch sewer shall be laid beginning at an elevation of 60.2 feet at Locust Street; thence South 225 feet at an elevation of 61 feet; thence South to a point in Lincoln Highway ten feet north of the South line thereof at an elevation of 62.4 feet; thence Westerly and parallel to Lincoln Highway 66 feet at an elevation of 62.8 feet.

Along John Street on a line six feet West of the East line thereof, from the South line of Locust Street extended Westerly an eight inch sewer shall be laid beginning at an elevation of 60.2 feet at Locust Street; thence South 225 feet at an elevation of 61 feet. From thence a six inch sewer shall be laid beginning at said elevation of 61 feet and extending South 185 feet at an elevation of 62 feet; from thence at an elevation of 63 feet and extending South to a point in Lincoln Highway ten feet South of the North line thereof at an elevation of 67 feet; from thence Easterly and parallel to Lincoln Highway 120 feet at an elevation of 70 feet.

Along Lincoln Highway Easterly from the Southern terminus of the 8 inch sewer from John Street, an 8 inch sewer shall be laid parallel to Lincoln Highway beginning at an elevation of 67 feet; thence Easterly 200 feet at an elevation of 72 feet; thence Easterly 255 feet at an elevation of 75.5 feet; from thence two 8-inch sewers shall extend, one North 46 feet across Lincoln Highway at an elevation of 76 feet and one Easterly and parallel to Lincoln Highway 250 feet at an elevation of 78 feet; from thence two eight-inch sewers shall extend,

one North 46 feet across Lincoln Highway at an elevation of 78.4 feet, and one Easterly and parallel to Lincoln Highway 205 feet at an elevation of 81 feet, from thence a six-inch sewer shall extend Easterly 200 feet parallel to said Lincoln Highway, beginning at said elevation of 81 feet and terminating at an elevation of 86 feet. From the North terminus of the 8-inch sewer across Lincoln Highway between Park Avenue and Harrison Street, two six-inch sewers shall be laid, one Easterly and parallel to Lincoln Highway 60 feet beginning at an elevation of 76 feet and terminating at an elevation of 77 feet; one Westerly and parallel to Lincoln Highway 40 feet, beginning at an elevation of 76 feet and terminating at an elevation of 76.4 feet. From the North terminus of the 8-inch sewer across Lincoln Highway East of Park Avenue a six-inch sewer shall be laid Easterly and parallel to Lincoln Highway 125 feet beginning at an elevation of 78.4 feet and terminating at an elevation of 79 feet.

Section 4. The entire improvement provided for in this ordinance shall be constructed under the superintendence and to the satisfaction of the Board of Local Improvements of the said City of De Kalb. All of the material used shall be of the best quality, of a kind especially suited and adapted for the purpose for which it is to be used, and all necessary labor shall be performed in a workmanlike manner.

Section 5. That the recommendation of the Board of Local Improvements of the City of De Kalb, for the passage of this ordinance and the construction of said improvement, and the estimate of cost of said improvement made by J.J. Kingsley, President, and W.M. Hay, Engineer, of said Board, and on the date of passage of this ordinance, presented to the City Council of the said City, together with a draft of this ordinance, by said Board of Local Improvements, shall be and the same are hereby approved.

Section 6. That said improvement shall be made and the total costs and expense thereof, including the sum of One Hundred Seventy-one Dollars and Twelve Cents (171.12), to be applied toward the payment of the expense of making and collecting the special assessment herein provided for and other lawful expenses of making said assessment and constructing said improvement, shall be raised and paid by special assessment upon the property to be specially benefited by said improvement, in accordance with the provisions of an Act of the General Assembly of the State of Illinois, entitled "An Act Concerning Local Improvements," approved June 14th, A.D. 1897, and all amendments thereof relative thereto. And said sum of One Hundred Seventy-one Dollars and Twelve Cents ($171.12), shall be applied towards the payment of the expense of making and collecting said assessment, and other lawful cost and expenses of levying and collecting said assessment and making said improvement, necessary and included in said estimate of cost thereof, as provided by Section 94 of said Act, and all amendments thereof relative thereto.

Section 7. That the City Attorney of the said City be and he is hereby directed to file a petition in the City Court of De Kalb, Illinois, in the name of the said City of De Kalb, praying that the necessary steps may be taken to ascertain what property will be benefited by said improvement, and the amount of said benefit, in the manner provided by law.

Section 8. All ordinances and parts of ordinances in conflict with the provisions of this ordinance shall be and the same are hereby repealed.

Section 9. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of the City of De Kalb, at an adjourned regular meeting thereof, held upon the 7th day of September A.D. 1923 and approved by me on said date.

J.J. Kingsley
Mayor

ATTEST:

G.M. Blackman
City Clerk.

AN ORDINANCE

changing the name of North Street to Fisk Avenue.

CHANGING NAME OF NORTH STREET TO FISK AVENUE.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois.

Section 1. That the name of North Street in said city is hereby changed to Fisk Avenue, and the City Clerk is hereby directed to file a certified copy of this ordinance in the Recorders office of said County.

Passed by the City Council of the City of De Kalb, at an adjourned regular meeting, held this 7th day of September, A. D. 1923, and approved by me this 7th day of September, A. D. 1923.

J. J. Kingsley
Mayor.

ATTEST:

G. N. Blackman
City Clerk.

AN ORDINANCE

amending An Ordinance amending Rule 4, Section 6, and Section 17 of Chapter 61 on Water Department of the Revised Ordinances.

CHANGE IN WATER RAT

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That Rule 4 of Section 6 of Chapter 61 on Water Department of the Revised Ordinances of the City of De Kalb, passed April 4th, 1914, and amended by ordinance passed August 3rd, 1920, shall be and the same is hereby amended so as to read as follows:

"All applicants for five-eighth inch services shall pay to the City of De Kalb the sum of Twenty-five Dollars before such connection will be made, except where such service shall have been previously installed by the city for the purpose of preventing the disturbing of paved streets. In such case the sum of Twenty-five Dollars shall be paid before connection is made with such previously installed service pipe."

Section 2. That Section 17 of Chapter 61 on Water Department of the Revised Ordinances of the City of De Kalb, passed April 14, 1914, shall be and the same is hereby amended so as to read as follows:

"The rates to be charged for water supplied by said city shall be as hereinafter provided, to-wit:

	Graduated Charge.	Total Charges.
For the first 700 cubic feet.	$ .33 per 100 cu. ft.	$2.31 for 700 cu. ft.
" " next 700 " "	.275 " " " "	4.235 " 1400 " "
" " next 1300 " "	.242 " " " "	7.38 " 2700 " "
" " next 6700 " "	.165 " " " "	18.436 " 9400 " "
" " next 6700 " "	.121 " " " "	
All over----------	.1025	

Minimum Charge.) Provided, however, that in no case shall a less charge for water than $1.375 for each three months be made.

Discounts.) Provided, further, that for all charges for water used through meters and paid during the first fifteen days next following the three months period in which such water was used, there shall be deducted from the bill therefor, at the rates above fixed, an amount equal to one-eleventh of the gross amount of the same.

Circuses and Shows.) The Water Commissioner shall furnish a competent man, fire hose and wrenches to attend to the furnishing of water to any circus, menagerie or other tent show where water to be so used is taken from a fire hydrant, and shall make such charge for such service and water furnished as he deems proper, not less however, than Six Dollars for each day that water is so used.

Passed by the City Council of said City of De Kalb at an adjourned regular meeting thereof upon the 25th day of September, A. D. 1923, and approved by me this 26th day of September, A. D. 1923.

ATTEST:

G. H. Blackman
City Clerk.

J. J. Kingsley
Mayor.

AN ORDINANCE

SALE OF LOTS 2 & 3 BLOCK 12--W.L. ELLWOOD's ADDITION.

authorizing the sale of certain Real Estate belonging to the City of De Kalb.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb and State of Illinois; that

Whereas, the said City is the owner of the following described real estate, to-wit:

> Lots Two (2) and Three (3) in Block Twelve (12) of W. L. Ellwood's Addition to the City of De Kalb, situated in the County of De Kalb and State of Illinois, which is unimproved and not being used for any purpose at the present time; and

Whereas, it appears that said above described real estate is no longer necessary or useful to said city, nor does its longer retention appear to be for the best interest of said city.

Therefore, be it further ordained that said City of De Kalb sell said above described real estate to the highest and best bidder, and that due notice of such proposal to sell said real estate be published as provided by law.

Passed by the City Council of said City of De Kalb at a regular meeting thereof on the 2nd day of October, A. D. 1923, and approved by me this 2nd day of October, A. D. 1923.

J. J. Kingsley
Mayor.

ATTEST:

G. H. Blackman
City Clerk.

AN ORDINANCE

concerning liquor.

ORDINANCE CONCERNING LIQUOR.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

Section 1. The phrase "intoxicating liquor" whenever used in this ordinance shall have the meaning defined by the "Illinois Prohibition Act".

The word "person" shall mean and include natural persons, associations, co-partnewships and corporations.

Section 2. No person shall manufacture, sell, barter, transport, deliver, furnish or possess any intoxicating liquor, nor possess any mash, still or other property designed for the illegal manufacture of intoxicating liquor within the corporate limits of the City of De Kalb; Provided, that this ordinance shall not apply to any act of manufacture, sale, barter, transportation, delivering, furnishing or possessing of intoxicating liquor, when done in strict compliance with any law in force in the State of Illinois, or in good faith within the terms and conditions of any permit granted under authority of the laws of Illinois; and the burden of proof, to show such authority, or permit, and due compliance therewith, shall be upon the defendant.

Section 3. Any shift or device to evade any provision of this ordinance shall be held to be an unlawful selling, manufacturing, bartering, transporting, delivering, furnishing, or possessing as the case may be.

Section 4. Any person violating any of the provisions of this ordinance, for which a special penalty has not been provided, shall be punished by a fine of not less then Twnty-five Dillars ($25.00) nor more than Two Hundred Dollars ($200.00) for each and every offense.

Section 5. Whoever attempts to commit any offense prohibited by this ordinance, and does any act towards it, but fails or is intercepted or prevented in its execution shall be fined not less than Fifteen ($15.00) nor more then One Hundred ($100.00) Dollars for each and every offense.

Section 6. The invalidity of any portion of this ordinance shall not affect the validity of any other portion hereof, which can be given effect without such invalid part.

Section 7. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 8. This ordinance shall take effect and be in force from and after its passage and due publication.

Passed by the City Council of said City of De Kalb at a regular meeting thereof held on the 2nd day of October A.D. 1923 and approved by me this 2nd day of October, A. D. 1923.

J. J. Kingsley
Mayor.

ATTEST:

G. R. Blackman
City Clerk.

AN ORDINANCE

ORDINANCE CONCERNING GARBAGE AND ASH COLLECTION.

Providing for the collection of Garbage, Ashes and other rubbish.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. All persons owning real property in cases where premises are occupied by the owner, and all tenants of real property, in cases where the same is occupied by a tenant, excepting in each instance property occupied or used for manufacturing purposes, within the corporate limits of the City of De Kalb, shall within twenty days after passage and approval of this ordinance, provide at each such premises necessary cans as hereinafter provided, for garbage, ashes and rubbish accumulating at such premises between times for collection thereof, as in this ordinance provided, the same to be used only for and by such owner or tenant for his individual use.

Such cans shall be made of Metal, with well fitted covers not fastened to the can, and provided with suitable bales or handles for convenient handling of the same, and shall be of not exceeding one bushel capacity.

Each such owner or tenant shall in person register his or her name and street address at the office of and with the City Clerk, and re-register likewise in case of removal from one premises to another. The City Clerk shall keep a suitable record of such registrations with the addresses of the persons registering and necessary date as to location of cans, the same to be kept convenient of access to persons or employees of the city charged with the removal of the garbage, ashes and other contents of the cans.

Garbage, hereby defined to consist of waste or decayed fruit, animal or vegetable matter, liquid or otherwise, accumulating from preparation, use, cooking, dealing in or storing of meat, fish, fowl, fruit or vegetable matter of all kinds from private or business premises, shall be well drained and wrapped in paper and kept in separate cans.

Ashes, tin cans, broken glass and dishes and other similar rubbish accumulating upon premises, shall be kept dry at all times, and no garbage or kitchen refuse deposited therein, and shall be likewise kept in separate cans.

Within ten days after April 1st of any year in which a contract for collection of garbage shall expire, or of any year in which a contract therefor shall not have been made, the City Council shall cause not less than ten days' public advertisement to be made in a newspaper published in said city, for proposals for collecting and disposing of garbage, ashes and rubbish during the number of next ensuing fiscal years of said city it may deem advisable.

At the first meeting of the City Council following such advertisement, it shall act on any proposals submitted and may either enter into contract in accordance with the best proposal received, or arrange for collection of garbage, ashes and other rubbish by men and teams employed by said city for that purpose, as it shall deem best.

Should the City Council see fit to accept any such proposal, it shall enter into contract in accordance therewith, and the person or persons so entering into contract with said city shall be required to enter into bond in a sum and with sureties to be approved by the City Council, guaranteeing faithful performance of the contract and observance of the rules and regulations of the Board of Health and ordinances of the city in force during the term of such contract.

Section 2. No person transporting garbage through, upon or over the streets, avenues, alleys and public places of said city shall suffer or permit vehicles carrying the same to stand or be exposed in said city to the damage, injury, or annoyance of any person or persons, nor deposit the same in any quantity whatever within the corporate limits, nor at any place within one mile outside thereof in such manner or quantities as to create or constitute a nuisance, damage, annoyance or offense to persons or property.

Section 3. Collections of garbage and kitchen refuse shall be made two times each week from April to September of each year, inclusive, and once each week during the remaining months of each year.

Collections of ashes and other rubbish shall be made once each week from April to October, inclusive, and twice each week during the remaining months of each year.

Section 4. Every vehicle or other container used for transporting garbage, ashes or other rubbish shall be so arranged or fitted that none of the contents therein transported shall be left or scattered upon the streets, avenues, alleys and public places of said city.

Section 5. Nothing in this ordinance contained shall be construed to forbid or prevent any occupant of premises from disposing of garbage, ashes or rubbish accumulating thereupon, provided the same is so done as not to violate any of the rules and regulations of the Board of Health or ordinances of said city in force from time to time.

Section 6. No person or persons shall interfere with, disturb or destroy or damage any cans provided under the provisions of this ordinance.

Section 7. Nothing in this ordinance contained shall be construed as requiring or obligating the removal by said city of garbage, ashes or rubbish accumulating upon or about premises occupied for manufacturing purposes.

Section 8. Every person violating, neglecting or refusing to comply with any or either of the provisions of this ordinance, shall upon conviction thereof be fined not less then Five Dollars nor more than Two Hundred Dollars for each offense. Each day's continuance in any such violation, neglect or refusal shall be a separate and distinct offense.

Section 9. This ordinance shall take effect and be in force from and after its passage, approval and publication as provided by law, and all ordinances or parts of ordinances in conflict therewith are hereby repealed.

Passed by the City Council of the City of De Kalb at a regular adjourned meeting held November 9th, 1923, and approved by me, this 9th day of November, 1923.

J. J. Kingsley
Mayor

ATTEST:

G. N. Blackman
City Clerk.

AN ORDINANCE

REGULATION OF GASOLINE AND KEROSENE AND PETROLEUM PRODUCTS.

relating to the storage of gasoline, kerosene and other products of petroleum.

BE IT ORDAINED by the City Council of the City of De Kalb, in the county of De Kalb in the State of Illinois:

Section 1. It shall be unlawful to install or to maintain and use any tank or tanks installed for the storage, distribution or sale of coal oil, benzine, kerosene, gasoline, turpentine, or other inflammable products of petroleum in any lot or lots, plot or tract of ground within said city, without first obtaining the written consent of property owners representing a majority of the total frontage in feet of all lots, plots or tracts of ground within said city, and lying wholly or in part within lines two hundred feet distant from and parallel to the boundaries of the lot, lots, plot or tract of ground upon which tank or tanks is or are to be so installed and maintained.

For the purpose of this ordinance, only the frontage, or that portion of the frontage of any part of any lot, lots, plot or tract of ground for which frontage consents are so required, which comes within said two hundred foot limit shall be considered.

Any and all petitions containing such consents of property owners shall be based upon and shall contain the legal description of the premises affected.

No such tank or tanks shall be installed or maintained in or upon any lot, lots, plot or tract of ground within said city, where any boundaries thereof are within two hundred feet of the nearest boundary of any lot, lots, plot or tract of ground used for a school, hospital, church or theater.

Section 2. The installing or maintaining of any tank or tanks except in compliance with the provisions of this ordinance is hereby declared to be a nuisance, and it is hereby made the duty of the Mayor of said city to proceed summarily to abate any nuisance so created or maintained after reasonable notice to and demand upon the owner of premises upon which the same may be so maintained, or the person operating and using the same, for the abatement thereof, in such manner as he may direct, and at the expense of the person, persons, firm or corporation creating, permitting or maintaining such nuisance.

Section 3. This ordinance shall take effect and be in force from and after ten days of its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb, at an adjourned regular meeting thereof on the 2nd day of January, A. D. 1924, and approved by me, this 2nd day of January, A. D. 1924.

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J. J. Kingsley
Mayor.

ATTEST:

G. N. Blackman
City Clerk.

AN ORDINANCE

providing for the appointment of a ZONING COMMISSION pursuant to the statute of Illinois.

APPOINTMENT OF ZONING COMMISSION.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. There is hereby created, pursuant to the provisions of an act of the General Assembly of the State of Illinois known as the Zoning Law, approved June 28th, 1921, in force July 1st, 1921, a ZONING COMMISSION, to consist of five members, to be appointed by the Mayor, by and with the consent and approval of the City Council.

Section 2. Said ZONING COMMISSION is hereby authorized and directed upon its appointment and confirmation as aforesaid, to proceed according to the provisions of said act, entitled "An Act to confer certain additional powers upon city councils in cities, and presidents and boards of trustees in villages and incorporated towns concerning buildings and structures, the intensity of use of lot areas, the classification of trades, industries, buildings and structures, with respect to location and regulation, the creation of districts of different classes and the establishment of regulations and restrictions applicable thereto, approved June 28th, 1921, in force July 1st, 1921, and as amended by all acts of said general assembly amendatory thereof, and in accordance in all respects with said act and all amendments thereof, to investigate the adoption of a zoning plan for said city as provided in Section Two of said act, and make its report to the city council of said city, as in said act provided.

Section 3. This ordinance shall take effect and be in force from and after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb, at a adjourned regular meeting thereof, on the 2nd day of January, A. D. 1924, and approved by me, this 2nd day of January, A. D. 1924.

J. J. Kingsley
Mayor.

ATTEST:

G. R. Blackman
City Clerk.

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Ordinance Published Jan. 3rd 1924.

AN ORDINANCE

CITY ELECTION ORDINANCE FOR APRIL 15th, 1924.

providing for the annual city election of April 1924, in and for the City of De Kalb, Illinois.

BE IT ORDAINED by the City Council of the City of De Kalb in the County of De Kalb and State of Illinois:

Section 1. At the City Election to be held in and for said City of De Kalb on the third Tuesday of April, being the 15th day of April, A. D. 1924, there shall be elected one alderman from each of the five wards of the City for the term of two years, beginning May 1st, 1924.

Section 2. The following named persons are hereby appointed judges and clerks of said elections:

FIRST WARD

JUDGES	CLERKS
F. M. Newcomb	Bert Holderness
J. W. Taylor	W. S. Martin
M. J. Henaughan	Ernest Carter

Polling Place, Elk's Garage, W. Lincoln Highway.

SECOND WARD

JUDGES	CLERKS
J. G. Lundberg	Clara L. Hubbard
M. J. Bentley	Myrtle G. Hyde
I. C. Snow	Clemens Kirchner

Polling Place, Rest Room in North Third Street.

THIRD WARD

JUDGES	CLERKS
Park Vanordstrand	Elsie Minard
Fred Bruggerman	Minnie Strem
Gene Larsen	Ethel Sever

Polling Place, Finnish Hall in State Street.

FOURTH WARD

JUDGES	CLERKS
Geo. Bristow	Anna Jones
Oscar Wendell	Selma Jouris
Fred Larson, Jr.	Carl Tudor

Polling Place, Bristow's Garage in South Seventh St.

FIFTH WARD

JUDGES	CLERKS
J. H. Jarboe	James Dodge
M. Hanrahan	Clyde Holderness
Chas. F. Morehead	Wm. Coursey

Polling Place, City Hall in second Street.

And the City Clerk of said City is hereby directed to give notice of said election, as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting held February 7th, 1924, and approved by me this 7th day of February, A. D. 1924.

J. J. Kingsley
Mayor.

ATTEST:

G. R. Blackman
City Clerk.

AN ORDINANCE

pecial Assessment nstallments on ohn Street Sewer.

providing for the division into installments of the special assessment to be levied for a sewer system on John Street and West Lincoln Highway.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property, and also each individual assessment, under proceedings now pending in the City Court of De Kalb for a special assessment for the improvement of John Street and West Lincoln Highway in said city by construction of a connected system of sanitary sewers, manholes and lamp holes, pursuant to the provisions of an ordinance of said city, entitled, "An Ordinance providing for construction of a connected system of sanitary sewers in and for a portion of the City of De Kalb", passed by the City Council and approved by the Mayor of said city on the 7th day of September, A. D. 1923, shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act concerning local improvements, approved June 14th, 1897, in force July 1st, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said city, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof held March 4th, 1924, and approved by me, this 5th day of March, A. D. 1924.

J. J. Kingsley
Mayor.

ATTEST:

G R Blackman
City Clerk.

AN ORDINANCE

AMENDING AN ORDINANCE, RELATING TO THE STORAGE OF GASOLINE, KEROSENE AND OTHER PRODUCTS OF PETROLEUM. Passed by the City Council or the City of De Kalb in the County of De Kalb, in the State of Illinois at an adjourned regular meeting thereof, on the 2nd day of January A. D. 1924 and approved by the Mayor of said city on the said 2nd day of January A. D. 1924.

Amendment to Gasoline Ordinance.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of De Kalb, in the State of Illinois, that Section 1 of an ordinance relating to the storage of Gasoline, Kerosene and other products of Petroleum, passed by the said City Council of Said City and approved by the Mayor thereof on the 2nd day of January, A. D. 1924, be amended as follows:-

Section 1. Strike out the last word of said Section 1, said word being the word "theatre".

Section 2. This ordinance shall take effect and be in force from and after ten days of its passage, approval and publication, as provided by law.

Passed by the City Council of the said City of De Kalb at a regular meeting thereof held on the 4th day of March A. D. 1924, and approved by me this 4th day of March A. D. 1924.

J. J. Kingsley
Mayor.

ATTEST:
G R Blackman
City Clerk.

AN ORDINANCE

Parking of Vehicles.

Regulating the parking and operation of vehicles, and the use of the streets within the city of De Kalb and imposing a penalty for the violation thereof.

Be It Ordained by the City Council of the City of De Kalb, Illinois:

ENFORCING ORDINANCE - the Police Department is hereby authorized, empowered and ordered to exercise all powers and duties with relation to the management of street traffic and to direct, control, stop, restrict, and regulate and when necessary temporarily divert or exclude, in the interest of public safety, health and convenience, the movement of pedestrians, animal and vehicular traffic of every kind, in streets, parks and on bridges in this city.

DEFINITIONS

A. The term "street" shall apply to that part of the public highway intended for vehicles.

B. The term "curb" shall apply to the boundaries of a street, as defined above.

C. The term "one-way-traffic" shall apply to a street when and where vehicular traffic is restricted to one direction.

D. The term "horse" shall apply to any draft animal or beast of burden.

E. The term "vehicle" shall apply to a horse, motor vehicle, motorcycle, bicycle, and to any conveyance except baby carriages and street cars.

F. The term "street car" shall apply to any conveyance confined to tracks.

G. The term "driver" shall apply to the rider, driver, or leader of a horse, a person who pushes, draws, propels, operates or who is in charge of a vehicle.

H. The terms "park", "Parked", and "parking", shall refer to any vehicle waiting or standing in any street or alley except when such vehicles are waiting in compliance with the direction of a traffic officer or to meet other driving emergencies.

I. The term "street intersection" shall apply to any street which joins another at an angle, whether or not it crosses the other street.

Section 1. SPEED. Every driver operating a vehicle on a street shall drive the same in a careful and prudent manner and at all times have the vehicle under control, and at a rate of speed that will not endanger the property of another, or the life or limb of any person.

Section 2. RIGHT OF WAY. (a) Within the limits of this city, when traffic approaches street or avenue intersections, the vehicle to the right shall have the right of way. Furthermore, vehicles turning to the

left into another street shall give the right of way to vehicles traveling the street into which the same are turning, and furthermore, vehicles turning to the right from one street into another, shall have the right of way over vehicles traveling on the street into which same are turning. All vehicles passing along streets or avenues shall have the right of way over vehicles exiting from alleys.

(b). The driver of any vehicle, driven or propelled on the streets of this city, shall, when overtaken by a faster moving vehicle, proceeding in the same direction, upon a signal, either by the sounding of a bell, horn, or other signal device, given by the driver of the overtaking vehicle, cause his vehicle to be driven to the right of the center of the traveled way if he can do so with safety and remain to the right of the center of such traveled way until the overtaking vehicle shall have safely passed. Slow moving vehicles shall be driven in single file and shall keep as near to the right hand curb as possible.

(c). Vehicles of the Police Department, Fire Department, or ambulances when on emergency calls, and vehicles carrying U. S. mail shall have the right of way in any street and through any procession.

(d). The driver of any vehicle shall immediately drive close to the right hand curb and stop on the approach of any fire apparatus.

(e). It shall be unlawful for the operator of any vehicle to overtake and pass another vehicle at street intersections.

(f). Before backing, ample warning shall be given and while backing unceasing vigilance must be exercised not to injure those behind.

Section 3. METHOD OF TURNING. (a). Vehicles turning to right at intersection. Vehicles turning to the right into an intersecting street shall pass and turn corner as near to the right hand curb as possible.

(b). Vehicles turning to left at intersection. Vehicles intending turning to the left into an intersecting street shall continue beyond the center of the street intersection before turning.

(c). A driver of a vehicle crossing from one side of the street to the other, shall do so by turning to the left at the street intersection.

(d). Every driver of any vehicle when approaching or about to drive over any sidewalk or sidewalk space, on to a street, shall bring such vehicle to a stop, and shall sound a horn or gong so as to warn any person or pedestrian who may be upon or passing along such sidewalk or sidewalk space.

(e). SIGNALS. The operator of a vehicle shall, before stopping, turning or changing the course of such vehicle, first see that there is sufficient space to make such movement in safety, and shall give an unmistakable visible or an unmistakable audible signal to the crossing

officer, if there be such, or to the driver of the vehicle following, of his intention to make such movement, which signal may be given by raising and extending the hand and indicating with it the direction in which he wishes to turn as follows:

Arm pointing at oblique upward--turn right.
Arm pointing straight out--turn left.
Arm pointing oblique angle downward--stop.

Section 4. PARKING. (a) Parallel Parking. Vehicles shall be parked parallel to the curb except as provided in following sections and shall be placed so that neither right wheel shall be further than eighteen inches from the curb and not nearer than four feet to either end of any other standing vehicle.

(b). Marked Spaces. When parking spaces are marked off on the pavement, vehicles shall be parked within such marked places.

(c). Parked Vehicles, Right of Way. The driver of a parked vehicle about to start shall give moving vehicles the right of way and the driver of the parked vehicle shall give a timely and visible warning in some unmistakable manner before starting.

(d). No car shall be parked within fifteen (15) feet of the projected property line of any street or alley intersection.

(e). No vehicle shall be left standing in such a manner as to obstruct any cross walk or private driveway. No vehicle shall be parked within fifteen (15) feet of a fire hydrant. A vehicle shall always stop with the right wheels toward the curb.

(f). No vehicle shall be parked in any street for the purpose of exhibition or sale for a greater period than one hour in any day.

"NO PARKING" PERMITS.

(g). Building and Shipping Entrances, How Provided. Special "No-Parking" spaces in front of shipping entrances, and the entrances to churches, hotels, theatres, office buildings, or other buildings where a large number of people are accustomed to gather, and bus spaces, may be provided and established by compliance with the following conditions: Any owner or occupant of such building adjacent to a street or alley, desiring a certain "No-Parking" space immediately in front of the entrance to such building, or bus line proprietor, shall make application to the City Council, setting forth all relevant information and stating the number of feet and the time desired for such purposes. The City Council shall have authority to grant or refuse such application in their discretion, or to grant the same with such restrictions or limitations as they may fix. In case such application is granted, the City Council shall issue to the applicant a permit setting forth the location of such

"No-Parking" space, the number of feet frontage and the time limits fixed, and such other limitations as may be pertinent. Such per mit may, at any time, be withdrawn, or further limited, by the Council. To enforce the provisions of such permit, the holder of the same shall have the right to place "No-Parking" signs on the sidewalk, within the time limit fixed in such permit, marking the limits of such no-parking space. Such signs shall be of the exact size, character and description required by the City Council but shall be provided at the expense of the holder of the permit, and shall bear the number of the permit issued.

Section 5. PROCESSION. It shall be unlawful for a driver of any vehicle to drive or lead his vehicle through any funeral procession, or any parade authorized by the Mayor, within the limits of the city.

Section 6. Driving while intoxicated. It shall be unlawful for any person, while in an intoxicated condition, to drive any vehicle upon the streets of this city.

Section 7. (a). Horns, Lights and Brakes. A person driving an automobile within the limits of this city, must have same properly equipped with a horn, bell or other device for signalling by sound, to give warning of its approach: no horn, bell or other signalling device to be used except as necessary to give warning.

(b). Siren signalling devices shall not be used on any vehicle except those operated by the Police Department, Fire Department, the Sheriff, and authorized public utility vehicles when on emergency calls.

(c). All vehicles on the streets, between the period from one-half hour after sunset to one hour before sunrise, shall carry lights as follows:

(d). Automobiles in motion shall carry at least two white or tinted lights other than red on the forward part of said vehicle, one of which lights shall be on the left side and the other on the right side of the vehicle and shall be adjusted so as to throw the beams forward. No lights on such vehicle shall throw a beam that shall make it difficult or unsafe for other users of the highway, whether driving or walking thereon.

(e). All other motor vehicles shall carry at least one light on the left side of said vehicle, with a white light visible forward and a red light visible in the reverse direction.

(f). Tail Lights. All vehicles, when in use or standing on

the highway, shall also display on the rear a lamp so constructed and placed as to show a red light in the rear and throw a white light direct on the rear registration mark and render the numerals thereon visible for a distance of fity (50) feet in the direction from which the vehicle is proceeding.

(g). Within the following boundaries, between the hours of one-half hour after sunset and one a. m., cars parked need not carry lights as hereinabove provided:

On Lincoln Highway from First Street to Seventh Street.

On North Third Street from Lincoln Highway to Locust St.

On North Fourth Street from Lincoln Highway to Locust St.

(h). Lights on Projecting Material. Between the period of one-half hour after sunset to one hour before sunrise, all said vehicles, if loaded with projecting material, must carry a red light at the extreme rear end of such material and, at all other hours, a red flag 12x 12 inches shall be displayed.

(i). Brakes. Every motor vehicle operated on the streets of this city shall be provided with at least two adequate brakes, each of which shall work independently of the other, except motorcycles, which shall be provided with not less than one adequate brake.

Section 8. Muffler. Every motor vehicle (except electrics) operating on the streets of this city shall be equipped with an adequate muffler which shall not be cut out when used on the street. No person operating a vehicle shall permit the pipes, mufflers or other devices to emit sounds of exhaust in a loud and annoying manner and all such vehicles shall be operated in as noiseless a manner as possible.

Section 9. Repairing auto, or racing engine on street or alley. No person shall adjust or repair any automobile or motorcycle or race the motor of same, while standing on the public streets or alleys of this city, excepting in case of breakdown or other emergency requiring same, and no person or employee connected with a garage or repair shop shall use streets or alleys in the vicinity of such garage or shop for the purpose of working on or upon automobiles of motor driven vehicles of any description.

Section 10. Leaving Auto Unattended. It shall be unlawful for the operator of any motor vehicle or person in charge thereof to leave unattended upon any street or highway a motor vehicle with the engine running.

HEAVY TRUCKS.

Section 11. What vehicles allowed on Asphalt. No driver shall

operate any vehicle over or upon any street in this city if such street is paved with asphalt or asphaltic concrete, if said vehicle together with the load thereon weighs in excess of twelve thousand (12,000) pounds, excepting as hereinafter provided.

If a loaded vehicle weighing in excess of the above regulations is being driven or operated for the purpose of delivering the whole or any part of its contents at a place where it becomes necessary to pass over a street paved with asphalt or asphaltic concrete or for the purpose of receiving a load at a place so situated, then in that event such vehicle may pass on or upon such street so paved with asphalt or asphaltic concrete, but in doing so, said vehicle shall proceed over the streets not paved with asphalt or asphaltic concrete to a point on said street nearest the point of delivery.

Section 12. Barriers. No person shall drive any vehicle over or across any newly made pavement in any public street, across, or around which pavement there is a barrier, or at, over or near which there is a person or a sign warning persons not to drive over or across such pavement, or a sign stating that the street is closed.

Section 13. (a). Backing to Curb. No vehicle shall remain backed up to the curb except it be actually loading or unloading, and in no case longer than the actual loading or unloading requires.

(b). If the vehicle be horse driven, the horse or horses shall be turned at right angles to the vehicles and in the direction in which traffic on that side of the street is moving.

Section 14. Throwing Glass on Streets. No person shall throw, cast or lay or place upon any streets within this city any glass, bottles, window glass, or other articles made of or containing glass, and in case of an accident causing the breaking of any glass upon any such street, the owner or persons in charge of such glass, or the persons responsible for such breakage, shall at once remove or cause the same to be removed from the street.

Section 15. Hitching On. No person shall hitch onto or climb upon any vehicle which is in motion with or without the consent of the driver or operator of such vehicle.

Section 16. No driver of a bicycle propelled by physical power or motor power shall be allowed to carry an extra passenger in front of the driver, but in riding tandem, the passenger must be behind the driver.

Section 17. Pedestrians. In the City of De Kalb pedestrians shall cross streets at a right angle. At intersections where a traffic officer is stationed, pedestrians shall cross with released

traffic.

Section 18. On the streets of this city commonly called alleys, no vehicle shall be parked except for the purpose of actually loading or unloading and in no case shall a vehicle be parked so as to obstruct traffic in any alley.

PENALTY CAUSE. Any violation of this ordinance shall be punishable with a fine not to exceed two hundred ($200.00) dollars.

This ordinance shall take effect and be in force from and after ten days of its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof on the 1st day of April, A. D. 1924, and approved by me this 1st day of April, A. D. 1924.

J. J. Kingsley
Mayor.

ATTEST:
G. M. Blackman
City Clerk.

AN ORDINANCE

ater Works Sinking Fund

providing for the creation of a fund for the maintenance and extension of the Water Works System to be known as the Water Works Sinking Fund.

Be It Ordained by the City Council of the City of De Kalb, County of De Kalb and State of Illinois:

Section 1. That the Mayor and City Clerk of said City be and they are hereby directed to pay out of the proceeds arising from the operation of the Water Works System of said City, the sum of Eight Hundred Dollars ($800.00) each and every quarter into a fund to be known as the Water Works Sinking Fund, to be used from time to time for the purpose of maintaining and extending the Water Works System of said City, as the Council in its discretion may see fit.

Passed by the City Council at a regular meeting thereof held April 1st, 1924, and approved by me this 1st day of April, A. D. 1924.

J. J. Kingsley
Mayor.

ATTEST:
G. M. Blackman
City Clerk.

AN ORDINANCE

providing for the improvement of the roadway of Normal Road, from Lincoln Highway to Lucinda Avenue, by Special Assessment, together with RECOMMENDATION OF THE BOARD OF LOCAL IMPROVEMENTS and ESTIMATE OF COST BY PRESIDENT AND ENGINEER OF BOARD.

Provision for Paving Normal Road by Specia Assessment.

To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

The undersigned Board of Local Improvements of the City of De Kalb herewith submits an ordinance providing for the improvement of the roadway of Normal Road from Lincoln Highway to Lucinda Avenue and intersecting streets by grading the same, construction of storm water inlets and connecting the same with drain sewer, and by paving the roadway with a steel, reinforced sand, gravel and Portland cement concrete pavement with bitumen fibre matrix joint filler, seven inches thick and twenty-four feet wide, the roadways of intersecting streets to be seven inches thick and twenty-one feet wide, and curbing the same with sand, gravel and Portland cement combined concrete six inch curb and eighteen inch gutter, with soft steel protective plates at edges, as in the ordinance provided, by special assessment, together with an estimate of the cost of said improvement, signed by J. J. Kingsley, President and W. M. Hay, Engineer, of said Board, as provided by law.

This Board states that it has complied with all the provisions of the statute in such case made and provided, relative to said improvement and recommends the passage of said ordinance by your Honorable Body, and the construction of said improvement as provided in said ordinance, according to the statutes in such case made and provided.

Dated this 1st day of April, A. D. 1924.

J. J. Kingsley
President.
Geo. W. Moore

Chas Morehead.

George Hallaron

J. B. Lindstrom

W P Hiland
Secretary.
Board of Local Improvements
of the City of De Kalb,
Illinois.

AN ORDINANCE

providing for the improvement of the Roadway of a portion of Normal Road and Lucinda Avenue, by Special Assessment.

Be It Ordained by the City Council of the City of DeKalb, in the County of De Kalb in the State of Illinois:

Section 1. A local improvement shall be made within said city of De Kalb in the County of De Kalb and State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

The improvement of the roadway of Normal Road from the North curb line of Lincoln Highway to a line eight feet North of and parallel with the North line of Lucinda Avenue, and on Lucinda Avenue from a line eight feet West of and parallel to the West line of Normal Road, and to a line eight feet East of and parallel to the East line of Normal Road, as the same extends Southerly from Lucinda Avenue by necessary grading, paving and draining: the construction of storm water inlets and connecting the same to the storm water drain by means of vitrified tile pipe sewer of eight inch internal diameter: necessary alteration and reconstruction of concrete sidewalk adjoining the curbing at Street intersections and constructing new sidewalks in front of

the following described lots on the West side of Normal Road, to-wit: The south 40 feet of Lot 1., all of Lot 2 and the North 210 feet of Lot 3, all in Block 3 of Normal Park Addition to De Kalb, Illinois; all such sidewalks to be four inches thick and of the width of four feet, eight inches; the construction of a storm water drain of ten inches internal diameter in Normal Road, along a line parallel with and twenty (20) feet easterly from the center line thereof, and extending from a point two hundred (200) feet North of the North line of Lincoln Highway to the North line of Lucinda Avenue, including the construction of seven (7) brick manholes equipped with cast iron rims and covers; curbing with sand, gravel and Portland cement concrete six inch curb and eighteen inch gutter, and paving the roadways of said Street and intersecting Streets within the area of said improvement with steel reinforced sand, gravel and Portland cement concrete pavement, seven inches thick with bitumen fibre matrix joint filler, with soft steel protective plates at exposed edges of pavement, between the curb and gutter lines as follows: On Normal Road, twenty-four feet wide; on Locust Street twenty-one feet wide: on College Avenue, twenty-one feet wide, and at the main entrance to the State Teachers College Grounds from Normal Road, at College Avenue, twenty-one feet wide, by Special Assessment.

CENTER LINES: The center line of the improvement herein provided for shall coincide with the center line of Normal Road as shown on the recorded plat thereof.

CURB LINES: The curb line or lines for the improvement are hereby defined as the line or lines on which the upper parkway edge of the curbing of the concrete combined curb and gutter shall be laid.

LOCATION OF CURB AND GUTTER: The straight concrete curb and gutter on Normal Road shall be laid with the curb lines fourteen feet from and parallel to the center line of said Road. On all streets intersecting or abutting on Normal Road, except Lincoln Highway, the curb lines for the straight curb and gutter shall be laid twelve and one-half feet from and parallel to the center lines of the respective streets. At College Avenue on the East side of Normal Road an entrance shall be provided for the State Teachers College with the curb lines of the straight curb and gutter on the entrance wing in line with and parallel to the respective curb lines of College Avenue.

At the curb corners the above described straight curb lines shall be produced to points of tangency with curved curb lines of 19 feet radius and the ends of the straight curb and gutter connected with curved curb and gutter on the radius above specified. At Lincoln Highway the existing stone curbing shall be removed where necessary to provide for such curved curb and gutter construction.

At all private driveways the upper four inches of the curb portion of the curb and gutter shall be omitted and in lieu thereof the curbing shall be neatly rounded at the curb corners of the driveways by curved curbing of a radius of two feet on the roadway face of the curb, and the curb returned on the driveway a distance of two feet from the roadway face of the street curb and to the full depth of the street curb, to-wit: eleven inches. The space across the driveway between the curved curbing shall not exceed 10 feet and shall be paved and continued as a part of the gutter, the upper surface having a slope or inclination toward the regular street gutter surface of one inch across the said space. The paved driveway slab shall be of the same thickness as the gutter portion of the concrete curb and gutter and constructed in the same manner as hereinafter provided for the gutter portion of the concrete curb and gutter. All driveway paving outside of the straight curb lines shall be computed as a part of the pavement area.

CITY DATUM. The elevations hereinafter mentioned in this ordinance are vertical distances in feet and decimals of a foot above the established city datum, which is a corresponding horizontal plane passing 100 feet below the top of the stone doorstep at the main entrance to the City Hall in said City, as heretofore established by ordinance.

GRADE. The grade of the curbing along the upper parkway edges of the same shall be at the following elevations above city datum:

On Normal Road

	Elevation of East Curb.	Elevation of West Curb.
At North line of Lincoln Highway	76.7 feet	76.7 feet
At the following distances North of the North line of Lincoln Highway		
32 feet	75.3	75.3
82 feet	73.1	73.1
132 feet	71.2	71.2
182 feet	69.5	69.5

232 Feet	68.0	68.0
282 feet	67.0	67.0
332 feet	66.4	66.4
382 feet	66.8	66.8
432 feet	67.5	67.5
482 feet	68.5	68.5
542 feet	69.7	69.7
582 feet	70.6	
602 feet		70.9
682 feet	72.2	72.2
782 feet	73.3	73.3
982 feet	74.9	74.9
1032 feet	75.2	75.2
1202 feet	74.2	74.2
1261 feet	75.1	75.1
1532 feet	79.0	79.0
1582 feet	79.4	79.4
1782 feet	77.8	77.8
1860 feet	78.4	78.4
1926 feet	79.3	79.2
1934 feet	79.4	79.3

On the East and West lines of Normal Road at:	Elevation of East curb	Elevation of West Curb.
North curb line of Lincoln High.	77.7 feet	77.8 feet
South curb line of Locust St		69.8 feet
North curb line of Locust St		70.3
South curb line of College Ave	74.7	74.5
North curb line of College Ave	74.9	74.7
South curb line of Lucinda Ave	78.8	78.3
North curb line of Lucinda Ave	79.15	78.6

On the North and South curb lines of Lucinda Avenue at:-	Elevation of South Curb	Elevation of North curb
Points eight feet west of west line of Normal Road	78.3	78.6
Points eight feet East of East line of Normal Road	78.95	79.2

On the Center of the curved curbing on Normal Road at:-

	Elevation of Curb Corners			
	N.E. Corner	N.W. Corner	S.W. Corner	S.E. Corner
Lincoln Highway	77.3	77.4		
Locust Street		70.6	69.90	
College Avenue	74.8	74.9	74.40	74.4
Lucinda Avenue	79.1	79.0	78.55	78.6

The top of the curbing as herein located shall extend along the curb lines between the various points of elevation above given on uniform ascents and descents as the case may be.

CROWN. A transverse section of the finished surface of the pavement shall be a true arc of a vertical circle convex upwards, meeting the curbs five inches below the top surface thereof, and having a crown or rise which shall bring the crowned surface tangent at the center line to a plane passing one and one-half inches below the top surface of the curbs on each side of said roadways except at sidewalk crossings and street intersections. At intersecting or abutting streets the grade of the pavement surface along the center line of Normal Road and said streets shall uniformly approach the grade of the center of the respective intersections from the crown elevations as above determined at the side lines of intersecting streets or abutting street lines produced to intersect the center line of Normal Road, at the following elevations above City Datum:-

On the center line of Normal Road at:-	
The North Curb line of Lincoln Highway	77.4 feet
The center line of Locust Street	70.3.
The center line of College Avenue	74.6
The center line of Lucinda Avenue	78.8

At all sidewalk crossings and at street intersections, the crown of the pavement surface shall continue from the center line of the street on the convex arc of a circle as above described, to points four feet distant from and parallel to the curb lines. From such

points the surface of the pavement and gutter slab shall rise uniformly to the top of the curbing at abutting sidewalks and to one inch below the top of the curbing along the curved curbing at street intersections between sidewalk crossings. From the outer sidewalk lines at street intersections and from both sidewalk lines where the same are not at street intersections the surface of the gutter and pavement slab shall be gradually returned to the regular crowned pavement and gutter surface at points five feet distant therefrom.

CONCRETE AND MORTAR DEFINED.

CONCRETE. Concrete for all purposes mentioned in this ordinance shall consist of Portland cement, sand, gravel and water mixed in the proportions of one sack or 94 pounds of Portland cement to two cubic feet of sand, and three and one-half cubic feet of gravel with sufficient water to produce a concrete that will hold its shape within the requirements of the slump test when properly mixed.

MORTAR. Mortar for all purposes mentioned in this ordinance shall consist of a thorough mixture of one part of Portland cement and two parts of sand, with sufficient water to produce a mortar that will hold its shape within the requirements of the slump test when properly mixed.

SLUMP TEST. The slump test shall be made by the use of an inverted bucket or conical cylinder of sheet iron with open ends, the upper and lower diameters being respectively 3 inches and six inches and the height of the cone shaped cylinder between the upper and lower diameters shall be twelve inches. When filled with freshly mixed concrete or mortar thoroughly tamped, the concrete or mortar shall not slump down or settle to exceed three inches when the form is removed.

REQUIREMENTS OF MATERIALS.

CEMENT. The cement shall be of No. 1 quality and shall meet the requirements of the "Standard Specifications and Tests for Portland Cement" adopted by the American Society for Testing Materials, September 1, 1916, and all subsequent amendments thereto, a copy of which has been placed on file with the City Clerk of the City of De Kalb, Illinois, and which is incorporated herein by reference, as fully as if copied in full herein.

SAND. Sand shall consist of quartzite grains or other equally hard material, graded from fine to coarse, with the coarse particles predominating. The sand, when dry, shall pass a screen having four meshes per linear inch, not more than twenty-five per cent shall pass a sieve having fifty meshes per linear inch, and not more than five per cent shall pass a sieve having one hundred meshes per linear inch. Sand shall not contain vegetable or other deleterious matter, nor more than three per cent by weight of clay or loam alone or when in combination with gravel for concrete. Sand shall be of such quality that mortar composed of one part Portland cement and three parts sand, when made into briquettes, shall show a tensile strength (at seven and twenty-eight days) equal to or greater than seventy-five per cent of the strength of briquettes composed of one part of the same cement and three parts standard Ottawa sand. The percentage of water used in making the briquettes of cement and sand shall be such as to produce a mortar of the same consistency as that of the Ottawa sand briquettes.

GRAVEL. Gravel shall consist of clean, hard, tough, durable pebbles graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles. In combination with sand for concrete not to exceed three per cent of the total aggregate by weight shall consist of clay or loam.

All gravel shall be well graded and when tested by means of laboratory screens, shall meet the following requirements:

Passing two inch screen	100 per cent
Passing one inch screen	50 per cent
Passing 1/2 inch screen not more than	10 per cent

WATER. Water shall be clean, free from oil, acid, alkali or vegetable matter.

PROPORTIONS. The proportions of materials herein specified shall produce a cubic yard of concrete in place, containing not less than one and six-tenth barrels of cement.

The Engineer shall compare the calculated amount of cement required with the amounts actually used in each section of concrete between successive

transverse joints, as determined by actual count of the number of sacks of cement used in each section. If the amount of cement used in any three adjacent sections (between transverse joints) is less by more than two per cent, or if the amount of cement as used in any one section is less by more than five per cent, of the amount hereinbefore required, all such concrete sections shall be removed and replaced with new materials according to these specifications.

MIXING. The materials shall be mixed in a Batch Mixer of approved type and irrespective of the size of the batch and rate of speed of the drum, mixing shall continue after all materials are in the drum for twenty revolutions. The drum shall be completely emptied before receiving material for the succeeding batch. The drum shall revolve at a rate of speed specified by the manufacturer for the particular mixer used by the Contractor, but it shall revolve not less than fourteen nor more than twenty revolutions per minute. The volume of the mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material.The mixer shall be provided with an accurate, positive and practical water measuring device, and with an automatic device for determining the number of revolutions of the mixture.

RETEMPERING. Retempering of mortar or concrete which has partly hardened, that is, remixing with or without additional materials or water, shall not be permitted.

Concrete materials mixed, but not placed in excess of forty-five minutes, shall be wasted. When mixing is so interrupted all material placed in excess of completed sections shall likewise be wasted.

TEMPERATURE. No concrete shall be placed when the temperature is below thirty-five degrees Fahrenheit, unless the materials are heated and suitable precautions taken to prevent freezing.

CONSTRUCTION OF CURB AND GUTTER. The sub-grade of the curb and gutter shall be prepared by such excavation or filling, as the case may be, as shall be necessary to bring the sub-grade when completed as herein provided, to a firm and uniform surface twelve inches below the upper surface of the curb and seven inches below the upper surface of the gutters when constructed on the lines and at the grades herein established and provided.

In preparing the sub-grade, all necessary filling shall be made from earth of suitable quality, free from animal or vegetable matter, thoroughly tamped and compacted so as to produce a firm, solid and unyielding surface. In excavation the surface of the sub-grade shall not be disturbed by plowing within an inch from said surface, but shall be brought to a solid and unyielding sub-grade by hand tools in a workmanlike manner.

Upon the sub-grade thus prepared, a concrete combined curb and gutter shall be built at the locations and grades hereinbefore, and of the materials and in the manner hereinafter provided.

Except as otherwise hereinafter provided the parkway side or back of the concrete curb shall be vertical and twelve inches high with the lower seven inches of the curbing six inches wide and built integral with the concrete gutter adjoining which shall be seven inches thick and eighteen inches wide and conform to the crown or slope of the pavement surface. The thickness of the curb shall decrease gradually from six inches at the inner gutter flag edge to five inches at the top of the curb and the upper roadway edge of the curb and the lower gutter corner shall be rounded to a circular arc of one inch radius.

At sidewalk crossings and street intersections the curb and gutter shall be constructed in combination with the paving slab to a distance of four feet from and parallel to the curb lines gradually merging to the regular curb and gutter dimensions at a distance of five feet from the sidewalk crossing and at the grades for the surface of the curb and paving herein provided for. Where the combination curb, gutter and pavement slab is made four feet wide as above provided the curb depth or height shall be nine inches and the base of said slab shall extend in a straight line from the curb base to the base of the pavement slab four feet from the curb line. Except at sidewalk crossings, where the gutter slab is flush with the top of the curb, the curb around the curved curbing shall be five inches wide and one inch higher than the gutter surface adjoining with the upper roadway edge neatly rounded on a circular arc of one inch radius.

Forms for the curb and gutter, dimensioned to produce the shape and size above provided, shall be securely placed upon the sub-grade and well moistened before the concrete is placed. Expansion joints shall be placed in the curb and gutter not exceeding thirty-six feet apart and in

line with the expansion joints in the concrete pavement. The expansion joints shall be formed by inserting, during construction and leaving in place, prepared strips of bitumen fibre matrix joint filler, three-eighths inch thick, extending through the entire thickness of the curb and gutter and flush with the exposed surface of the same. The curb and gutter shall be constructed between such joints in sections six feet long, separated by means of division plates of one-eighth inch metal exactly conforming to the cross section of the crub and gutter, well oiled and installed in the forms before the concrete is placed, and maintained at right angles to the surface and perpendicular to the line of the curb, and withdrawn when the concrete has hardened sufficiently to keep the edges from joining.

PLACING CONCRETE. The surface of the sub-grade shall be wet, but shall show no pools of water when the concrete is placed.

When mixed, the concrete shall be placed at once in the forms filling both the gutter flag and curb with material of the same consistency. The concrete shall then be tamped, and spaded until a thin coat of mortar is against the forms and no coarse aggregate will show when the forms are removed. The exposed concrete protion of the curb and gutter shall be one-eighth inch less in thickness than the completed section.

FINISHING MORTAR COAT. Before the concrete base has begun to harden there shall be spread upon it a finishing coat of mortar one-eighth inch in thickness. Before the mortar has begun to harden it shall be made smooth by floating and troweling.

When the concrete has hardened sufficiently, the curb and gutter face shall be brushed with a calcimine brush dipped in water and shaken. No marks shall be left on the surface of the work by brushing. The edges of the curb and gutter and the joints between all sections shall be edged with an edging tool having a radius of one-quarter inch.

CURING AND PROTECTION. The concrete curb and gutter shall be kept wet for seven days after being laid, either by sprinkling or covering with earth and sprinkling.

As soon as the concrete has hardened sufficiently, the forms shall be removed and earth banked against the parkway side of the curb for a width of not less than two feet.

The new concrete shall be protected from all damage by traffic or the elements by canvas covers, barricades, fences, red lights at night, or such other means as may be necessary, and safe crossings provided for pedestrians at all street crossings.

STORM WATER INLETS. Sixteen storm water inlets shall be located in the curb and gutter area of the improvement as follows:-
one in the east curb and gutter area and one in the west curb and gutter area of Normal Road at points 200 feet, 330 feet, 605 feet, 1193 feet, 1264 feet, 1780 feet, and 1930 feet North of the North line of Lincoln Highway; one in the South curb and gutter area and one in the north curb and gutter area of Lucinda Avenue six feet East of the East line of Normal Road.

The inlets on the East side of Normal Road and South side of Lucinda Avenue shall be provided with catch basins and the drainage from the opposite inlets shall flow into the said catch basin inlets and from thence into the main storm water sewer by means of eight inch internal diameter vitrified clay pipe sewer, the invert of which shall be laid from an elevation 2.1 feet below the gutter surface at the catch basin inlet in a direct line to an elevation 1.9 feet below the gutter surface at the opposite receiving inlet. The over-flow sewer at the catch basin inlets shall be laid with the invert two feet below the gutter surface and extend in a direct line and grade to the nearest point of the main storm water drain. In laying the main storm drain as hereinafter described, provision shall be made for four Tee pipe branches to properly connect the inlet drains, the remaining inlet drains being connected at the manholes hereinafter provided for.

CONSTRUCTION OF STORM WATER INLETS. Storm Water inlets, with catch basins, shall be circular in form and of thirty inches internal diameter, composed of six inch concrete base and side walls and fitted with suburban style cast iron curb and gutter inlet, weighing not less than 205 pounds, and covered with a grated iron cover, weighing not less than 95 pounds, the cover to be flush with the concrete gutter and the curb box flush with the concrete curb and the surface of the concrete bottom to be four feet below the upper surface of the gutter.

The concrete side walls shall be reinforced with four No. 4 circular steel wires, set horizontally in the concrete and equally apart

and four inches in the wall from the outer surface thereof. Circular openings in the sidewalls shall be left for the inlet and outlet pipes as herein provided for. The pipes shall be thoroughly cemented into these openings with mortar when laid.

The cast iron part of the storm water inlets, without catch basins, shall be similar to that for the inlets with catch basins. The casting shall rest on a concrete base six inches thick, with the surface of the concrete sloping downward from the rim base of the casting at an agnle of forty-five degrees forming an inverted cone-shaped receiving chamber, in the center of which shall be set an eight-inch No. 1 vitrified sewer pipe elbow set in six inches of concrete with bell end vertical, and conncected on a direct course to the opposite catch basin inlet at the grades as above provided.

INLET CASTINGS. Inlet castings shall be made from tough, gray iron without blow holes or blisters. They shall be of the general shape and form of the Aylward No. 18 Inlet; curb and box shall be adjustable from five to seven inches above gutter surface, but with face of inlet adjoining pavement vertical and without flanged base on pavement side.

STORM WATER DRAINS. A main storm water drain of ten inch internal diameter, vitrified clay pipe shall be laid in Normal Road in a trench along a line parallel to and twenty feet Easterly from the center line thereof and extending from a point 200 feet North of the North line of Lincoln Highway to the North line of the improvement. The average depth shall not exceed five feet. The invert of said drain shall be laid on a uniform grade between the following points at the elevations given above city datum:-

At the outlet at the culvert 200 feet North of the North line of Lincoln Highway at 61.8 feet, thence North 380 feet at 66.8 feet; thence North 600 feet at 71.0 feet; thence North 600 feet at 75.2 feet; thence North 150 feet at 76.2 feet.

The vitrified clay pipe for said main storm water drain shall be of No. 2 quality bell and spigot type, but shall have an inside circular opening or area equal to the required opening or area of No. 1 Sewer pipe. The body of the sewer pipe shall be thoroughly vitrified and sound with no broken blisters or other rough interior surface. The shell of the sewer pipe shall be 7/8 inch thick and the pipe shall be laid with bell and spigot ends thoroughly joined together, without cemented joints.

The eight inch sewer pipe shall be of No. 1 quality thoroughly vitrified, truly round, smooth and cylindrical, and of the required cross sectional area. The shell of the sewer pipe shall be 3/4 inch thick and the pipe shall be laid with bell and spigot ends thoroughly joined together without cemented joints. All pipe shall be laid in a trench excavated to provide laying the pipe at the grades herein given.

BACKFILLING. Wherever the drains cross under the pavement the backfilling shall be thoroughly compacted by hand tamping and flooded with water and refilled, tamped and rolled until the excavated area is solidified to the same density as the adjoining soil.

Storm drain trenches in the parking area shall be refilled and the surplus earth neatly reounded over the trench. If water be permitted to be used by the city, the backfilling in the parking area shall be flooded and compacted by such means.

MANHOLES. Seven brick manholed shall be built centrally over the ten inch drain sewer, one at each of the following distances North from the North line of Lincoln Highway; 200 feet; 605 feet; 880 feet; 1264 feet; 1520 feet; 1780 feet and 1930 feet. The average depth shall not exceed five feet from top of manhole to invert of sewer in the manhole. Each manhole shall be of an internal diameter of three feet and gradually drawn in to a diameter of two feet between distances of 18 inches and 8 inches from the top. The base and walls shall be built eight inches thick of good quality hard burned paving brick furnished at the city yard, by the City of De Kalb and properly laid up in mortar as herein specified with joints neatly struck off. The invert of the main sewer across the manhole shall extend into the base to a depth of four inches, and the sewer pipe shall be cut off across the manhole flush with the upper surface of the base and the entire surface coated with one-half inch layer of mortar neatly trowelled and smoothed, with the surface finished so that all surplus water will drain freely to the sewer. Wrought iron steps shall be placed in each manhole resting horizontally six inches on the brick walls and so set that the steps form a chord of the circular manhole cross section with the exposed portion of the step in the manhole 24 inches long. The steps shall be of three quarter inch round iron and set sixteen inches apart vertically

beginning 16 inches from the base of the manhole.

Each manhole shall be fitted with a cast iron rim and cover, the rim weighing not less than 200 pounds and the cover not less than 120 pounds. The iron shall be of best quality gray iron, tough and of even grain without blisters. The rim shall be cylindrical in form, 22 inches in diameter, 8 inches high, with 5 inch flanged base. The walls and flanges to be at least 3/4 inch thick. The lid shall be 21-3/4 inches in diameter with rough top and ribbed bottom, ribs to be at least 3/4 inch thick and outside rim and top to be at least 1-1/2 inches thick. The lid shall rest securely in the rim on the shoulder therein provided without rocking.

NEW CONCRETE WALK. Adjoining the curb and at street intersections where the grade required the reconstruction of the concrete walks and along the improvement on each side of Normal Road where existing walks are below the grade of the walks as herein established, new concrete walks shall be constructed four inches thick and four feet eight inches wide. The concrete shall be laid on a sub-grade thoroughly compacted and solid and in suitable forms with joints five feet apart, and with 3/8 inch expansion joints similar to the pavement expansion joints spaced 40 feet apart. The concrete, while wet, shall be so tamped and worked that the finer aggregates will be brought to or near the surface and the surface smoothly finished in a workmanlike manner at the proper time with edges and joints neatly rounded to a radius of one-fourth of an inch.

The edge of the walk nearest the street line shall be laid 8 inches therefrom.

The surface of the concrete walk shall be laid with the inner, or street line, edge, one inch higher than the parkway edge, except at street intersections adjoining the curbing where the surface shall be warped across the walk slab so as to meet the grade of the curbing flush along the top surface thereof, but a space of one inch shall be left between said walk and curb to allow for expansion.

The existing sidewalks below the grade of the curbing, as herein established, and which shall be reconstructed by the construction of new concrete walks, as above specified, are the sidewalks in front of the South 40 feet of Lot 1, all of Lot 2 and the North 210 feet of Lot 3 in Block 3 of Normal Park Addition to De Kalb, Illinois. The elevation of the upper edge of the sidewalks above located and described is hereby established at three inches above the grade of the top of the curb on the same side of the street. Within a distance of twenty feet from curb lines at intersecting or abutting streets the walk surface shall uniformly slope from the elevations of existing concrete walks at such points to the top of the curbing where crossed by said sidewalks.

Adjustment of existing concrete walk. Where the concrete sidewalk can be brought to the required grade by adjustment of the existing walk, the same shall be done by elevating or depressing the surface to meet the grade. The sidewalk slab when adjusted shall have a solid bearing on a mortar base for at least six inches from the edges so elevated or depressed.

GRADING AND PAVING. The area between the roadway faces of the concrete gutters when located and constructed as in this ordinance provided shall be graded and paved as hereinafter provided.

Grading shall include all cuts, fills, approaches and all moving of excess earth and existing road material above sub-grade, and shall be paid for in solid excavation only, by the cubic yard as determined by the Engineer.

EXCESS EXCAVATED MATERIAL. After all necessary filling has been provided for in the improvement, the excess excavated material shall be deposited without charge upon lots adjoining the improvement below grade with the consent of the owner. In case the demand for filling on such lots exceeds the supply, the filling shall extend back on each lot, level with the sidewalk, an equal distance as near as may be determined in advance by the Engineer.

HAUL. The average round trip free haul of all excavated material shall not exceed 3000 feet.

Cuts and Fills. In cuts, no excavations shall be made below the grade line of the finished sub-grade. Embankments shall be formed of earth constructed in successive layers, each of which shall extend

entirely across the width to be filled. Each layer which shall not exceed one foot in depth, shall be thoroughly rolled with a ten-ton roller, and then flooded with water before the succeeding layer is placed.

SUB-GRADE. The sub-grade shall be brought to an elevation below the established grade of the finished pavement, an amount equal to the thickness of the pavement hereinafter described. The surface of the sub-grade shall be made uniform, solid and firm in density, by thoroughly rolling with a ten-ton roller. All portions inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than fifty pounds, the face of which shall not exceed one hundred square inches in area. Soft, spongy yielding spots shall be entirely removed and refilled with tirm material.

PARKWAY GRADING. The parkways throughout the course of the improvement shall be neatly graded, leveled and smoothed from the top of the curb back for a distance of three feet, to meet the existing parkway surface.

Pavement Section. The sub-grade of the improvement between the curb and gutter lines within the area of the improvement, shall be covered with a one-mix concrete pavement, seven inches thick or deep as hereinafter prescribed.

JOINTS. Width, depth and Location. Transverse expansion joints shall be placed across the pavement from edge to edge, perpendicular to the center line and not more than thirty-six feet apart. All joints shall be three-eighths inch in width.

At intersecting streets the joints shall be so laid out that the direction of traffic in all instances shall be at right angles or nearly thereto. All joints shall extend through the entire thickness of the pavement and shall be perpendicular to the surface thereof.

All metal manhole, catch basin covers and other fixed objects in the pavement, shall be separated from the concrete by joint filler, which shall extend through the entire thickness of the pavement.

JOINT FILLER. Joint filler shall consist of prepared strips of fibre matrix and bitumen, three-eighths inch in thickness or approved quality and equal to "Carey Elastite" a joint filler manuractured by Philip Carey & Co., of Cincinnati, Ohio. The width or depth of the filler shall be not less than one (1) inch greater than the thickness of the pavement at any point between the edges for transverse joints, with the surplus projecting above the pavement.

INSTALLATION. All joints, except as otherwise specified shall be formed by inserting during construction, and leaving in place, the required thickness of joint filler, which shall extend through the entire thickness of the pavement.

After the joint filler is placed in the pavement portion of the work herein specified, all space below and for one inch from the bottom on each side of the filler shall be packed with solid earth, three inches wide at base and tapering to a point at the filler. The concrete shall be tamped along both sides of the joint filler for the entire width of the pavement with a combination curb tamper.

After the concrete has been placed and when sufficiently hard enough to walk upon without injury to the surface of the pavement, the transverse joint filler shall be cut off to a height of three-eighths inch above the finished surface of the pavement.

PROTECTION PLATES. The edges of all concrete at the end of all street returns, shall be protected with single, soft steel protection plates. The upper edge of the plate shall be even with the adjoining surface of the concrete and conform to the pavement crown.

The soft steel plates shall be not less than two and one-half inches in depth and not less than one-eighth, nor more than one-quarter inch in average thickness. The plates shall be of such form as to provide for rigid anchorage to the concrete.

FABRIC REINFORCING. The concrete pavement shall be reinforced with a steel mesh fabric weighing not less than forty pounds per hundred square feet. The spacing of main members of the fabric shall not exceed six inches and the spacing of the ties, or secondary members of the fabris, shall not exceed twelve inches.

Reinforcing fabric shall be placed not more than three inches below the finished surface of the pavement, and shall be laid with the

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main members perpendicular to the center line of the pavement and shall extend across the full width of pavement to within three inches of the edges, and all joints, but shall not cross the joints. Adjacent widths of fabric shall be lapped not less than four inches when the lap is made perpendicular to the center line of the pavement, and not less than one foot when the lap is made parallel to the center line of the pavement. The fabric shall be cut to the length specified and shall be rolled or otherwise made to lie flat before being placed over the surface of the concrete.

PLACING CONCRETE. Immediately prior to placing any concrete, the sub-grade shall be checked for width and grade, and accepted by the Engineer or his representative. No sand or gravel shall be placed upon the sub-grade until shaped, rolled and brought to its true finish. The surface of the sub-grade shall be wet but show no pools of water when the concrete is placed. After mixing, the concrete shall be deposited rapidly upon the sub-grade and spread uniformly even to the depth required for the reinforcing in successive batches and in a continuous operation without the use of intermediate forms or bulkheads between expansion joints. As the work progresses the concrete above the reinforcing shall be raked and spread by means of a strike board or "lute" uniformly even over the entire area and crowned to the exact grade of the finished pavement. Boot tracks, stony areas and other imperfections shall be dug out and refilled with concrete to the depth of the reinforcing and worked smooth. No workman shall then be allowed to walk over the area so completed.

In case of a breakdown, an intermediate transverse joint may be placed as herein before specified, at the point elected by the Engineer for stopping work. Any concrete in excess of that needed to complete a section at the finish of the day's work, shall not be used and shall be removed from the sub-grade.

FINISHING. As soon as possible after the concrete has been struck off, it shall be rolled to a smooth, even surface with an approved metal roller. The roller shall be hollow, six feet in length, not less than twelve inches in diameter and shall weigh not less than one pound per lineal inch. It shall be divided vertically through the center into two rollers, each revolving on the same axle, and leaving a one-inch space between them, to allow rolling on both sides of the projecting joint filler at the same time. The roller will be provided with such fastenings that ropes may be attached to both sides, so that it can be pulled across the pavement. The roller shall be operated at such an angle with the center line of the pavement that it advances along the pavement about two feet for each trip across. The roller shall pass from one edge of the pavement to the other, and at transverse joints shall be set over the projecting joint filler, so that rolling may be done on both sides of the joint at the same time without interfering with the position of the joint filler. After the roller has covered a given area in the manner described, the same area shall be similarly rolled not less than three times at intervals of fifteen to forty minutes depending on the stiffening of the concrete, and as many additional times as may be necessary to remove excess water.

After the rolling has been completed the pavement shall be rubbed smooth of all ridges or depressions left by the roller, and brought to a true and even surface by the use of a long handle float and finished by belting not less than twice as hereinafter described. The belts shall be eight inches in width and not less than three feet longer than the width of the pavement and made of three layers of ten-ounce canvas, saturated in kerosene oil.

For the application of the first belt, vigorous strokes at least twelve inches long shall be used and the longitudinal movement of the belt along the pavement shall be very slight.

For the application of the second belt, which shall be immediately after the water glaze or sheen desappears, the stroke of the belt shall be not more than four inches and the longitudinal movement shall be a continuous forward movement.

To finish the joints, a suitable bridge to span the width of the pavement shall be used, no part of which shall be in contact with the finished work.

A straight edge eight feet in length, notched at the center, shall be used for testing each transverse joint immediately after the last rolling and shall show a bearing for its entire length. The straight edge shall be placed over the joint, parallel to the center line of the pavement and moved across from curb to curb. When, upon testing, the surface of the concrete is shown to be high or low, concrete will be added

or removed to bring the surface to its true shape.

The concrete adjoining transverse joints shall be dense in character and after rolling shall be finished with a wood float, which is divided through the center and which will permit finishing on both sides of the filler at the same time.

When the concrete shall have become sufficiently hard to work, the surface of the pavement for a distance of six inches on each side of the joint filler, and for a distance of eight inches from the edge of the pavement at the sides, shall be made dense and smooth with a metal browel and brush finished in a similar manner as herein provided for curb and gutter. The surface of the gutter flag of the curb and gutter already constructed and the finished pavement surface adjoining shall be in a uniform plane at the required crown.

The edges of the pavement at the gutter and expansion joints shall be rounded slightly with an edging tool having a radius not greater than one-quarter inch.

The finished surface of the pavement shall not vary more than one-quarter inch in three feet from the specified contour.

The concrete curb and gutter shall be swept and kept clean immediately after the last belting has been performed in finishing the pavement.

CURING AND PROTECTION. The surface of the pavement shall be sprayed with water as soon as the concrete is sufficiently hardened to prevent pitting, and shall be kpet wet until an earth, or other approved covering is placed thereon. As soon as it can be done without damaging the concrete, the surface of the pavement shall be covered with not less than two inches of earth or other material approved by the Engineer, which cover shall be kept wet for at least ten days. The "ponding" method may be used at the option of the Contractor, the pavement being flooded and kept wet for ten days or 2-1/2 pounds of Calcium Chloride per square yard of paving area properly applied will be permitted. When deemed necessary or advisable by the Engineer, freshly laid concrete shall be protected by canvas until such earth covering can be placed.

In hot weather, under the most favorable conditions for hardening, the pavement shall be closed to traffic for not less than fourteen days, and in cool weather for an additional time, to be determined by the Engineer.

Section 2. The recommendation of the Board of Local Improvements of said City for the passage of this ordinance and the construction of said improvement, together with an estimate of the cost thereof over the signatures of J. J. Kingsley, President and W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

Section 3. The cost of said improvement, including the sum of One Thousand, one hundred eighty-nine and 03/100 Dollars ($1189.03), being the amount included in said estimate of cost for engineering and inspection, and the sum of One Thousand, four hundred twenty-six and 84/100 Dollars ($1,426.84), being the amount included in said estimate of cost for making and collecting the special assessment herein provided for, and other lawful expenses attending the same, as provided by law, shall be paid by special assessment upon property specially benefited thereby in accordance with the provisions of an act of the General Assembly of the State of Illinois entitled, "An Act Concerning Local Improvements", approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of One Thousand one hundred eighty-nine and 03/100 Dollars ($1,189.03) shall be applied towards the expense of engineering and inspection of said improvement, and the sum of One Thousand, four hundred twenty-six and 84/100 Dollars ($1,426.84) shall be applied towards the expense of making and collecting said assessment and other lawful expenses attending the same, as provided by Section 96 of said Act and all amendments thereof.

Section 4. The City Attorney of said City is hereby directed to file a petition in the City Court of De Kalb, in said County and State in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof.

Section 5. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval,

as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held April 1st. 1924, and approved by me, this 1st day of April, A. D. 1924.

J. J. Kingsley
Mayor.

ATTEST:
G. N. Blackman
City Clerk.

Engineer's Estimate of Cost for Paving Normal Road.

To the Board of Local Improvements of the City of De Kalb, County of De Kalb and State of Illinois.

The undersigned President and Engineer of the Board of Local Improvements of said City, do hereby in accordance with a resolution of said Board of the date of March 18, 1924, submit herewith their estimate of the cost of construction, by special assessment, of the following described local improvement within said City, to-wit:-

The improvement of the roadway of Normal Road from the North curb line of Lincoln Highway to a line eight feet North of and parallel with the North line of Lucinda Avenue, and on Lucinda Avenue from a line eight feet West of and parallel to the West line of Normal Road, and to a line eight feet East of and parallel to the East line of Normal Road, as the same extends Southerly from Lucinda Avenue, by necessary grading, paving and draining; the construction of storm water inlets and connecting the same to the storm water drain by means of vitrified tile pipe sewer of eight inch internal diameter; necessary alteration and reconstruction of concrete sidewalk adjoining the curbing at Street intersections and constructing new sidewalks in front of the following described lots on the West side of Normal Road, to-wit: The South 40 feet of Lot 1, all of Lot 2 and the North 210 feet of Lot 3, all in Block 3 of Normal Park Addition to De Kalb, Illinois; all such sidewalks to be four inches thick and of the width of four feet, eight inches; the construction of a storm water drain of ten inches internal diameter in Normal Road, along a line parallel with and twenty (20) feet easterly from the center line thereof, and extending from a point two hundred (200) feet North of the North line of Lincoln Highway to the North line of Lucinda Avenue, including the construction of seven (7) brick manholes equipped with cast iron rims and covers; curbing with sand, gravel and Portland cement concrete six inch curb and eighteen inch gutter, and paving the roadways of said Street and intersecting Streets within the area of said improvement with steel reinforced sand, gravel and Portland cement concrete pavement, seven inches thick with bitumen fibre matrix joint filler, with soft steel protective plates at exposed edges of pavement between the curb and gutter, lines as follows: on Normal Road, twenty-four feet wide; on Locust Street, twenty-one feet wide; on College Avenue, twenty-one feet wide, and at the main entrance to the State Teachers College Grounds from Normal Road, at College Avenue, twenty-one feet wide;

That the cost of said improvement has been estimated in writing by J. J. Kingsley, President and W. M. Hay, Engineer of said Board over their signature as follows:

5641 square yards of sand, gravel and Portland cement concrete pavement, 7 inches thick, including steel wire mesh reinforcement and fibre bitumen matrix at joints, protection and cure of finished pavement and removal of protective material at $2.65 per square yard,	$14,948.65
3915 lineal feet of sand, gravel and Portland cement concrete combined curb and gutter, 12 inches deep and 6 inches wide, with exposed face 5 inches high, gutter 18 inches wide, and 7 inches thick, at 90¢ per lineal foot,	3,523.50

210	lineal feet of soft steel protective plates, 3/6 x 2½ inches at exposed edges of pavement, at 15¢ per lineal foot,	31.50
7	Brick manholes of three feet internal diameter, eight inch brick walls and foundation eight inches thick, together with cast iron rim and cover, weighing not less than 320 pounds, complete in place at $50.00 each,	350.00
8	Storm Water Inlets with thirty inch circular concrete catch basins, six inch wall and base, 4 feet deep with cast iron curb and gutter inlets, weighing not less than 300 pounds, at $40.00 each	320.00
8	Storm Water Inlets set in concrete base with opening direct into storm sewer, incased in said concrete base and with cast iron curb and gutter inlets, weighing not less than 300 pounds, at $25.00 each,	200.00
1730	lineal feet of vitrified tile pipe sewer of ten inch internal diameter, including excavation, average depth 5 feet, including back filling and all labor and material, complete in place at $1.00 per lineal foot,	1730.00
280	lineal feet of vitrified tile pipe sewer of eight inch internal diameter, for storm water inlet connections, average depth of excavation 4 feet, and including back filling and labor and material, complete in place at 65¢ per lineal foot,	182.00
2000	cubic yards of earth excavation, including grading, levelling of parkways, removal of surplus excavation material, removal of existing pavement and curb and preparing subgrade to receive reinforced concrete pavement with combined curb and gutter, at 90¢ per cubic yard,	1800.00
200	square feet of existing concrete sidewalk to be adjusted to new grade at 10¢ per square foot,	20.00
2700	square feet of sand, gravel and cement concrete sidewalk, adjoining curb at Street intersections, and on the West side of Normal Road in front of the following described lots: The South 40 feet of Lot 1, all of Lot 2 and the North 210 feet of Lot 3, all in Block 3 of Normal Park Addition to De Kalb, Illinois, said sidewalk to be of the width of four feet, eight inches, and 4 inches thick, at 25¢ per square foot,	675.00

(All the concrete for the pavement, curb and gutter and sidewalks, shall be composed of one part Portland cement, two parts of fine aggregate and three and one-half parts of coarse aggregate).

Total cost of work,	$ 23,780.65
Engineering and Inspection,	1,189.03
Cost of making, levying and collecting special assessment for said improvement and other lawful expenses attending the same, as provided by law,	1,426.84
Total estimated cost of said improvement,	$ 26,396.52

The foregoing estimate includes all work, materials, and labor of every kind necessary for construction of said improvement in accordance with said resolution, complete, and we hereby certify that the same does not, in our opinion, exceed the probable cost of said improvement and the lawful expense attending the same.

Dated March 18th, 1924

J. J. Kingsley
President, and

Filed March 18th, 1924.

W. P. Hiland.
Secretary.

W. M. Hay.
Engineer of the
Board of Local
Improvements.

AN ORDINANCE

nendment to
asoline
rdinance

Amending an ordinance, relating to the storage of gasoline, kerosene and other products of petroleum, passed by the City Council of the City of De Kalb in the County of De Kalb and State of Illinois, at an adjourned regular meeting thereof on the 2nd day of January, A. D. 1924, and approved by the Mayor of said City on the 2nd day of January, A. D. 1924.

BE IT ORDAINED BY the City Council of the City of De Kalb in the County of De Kalb and State of Illinois, that Section 1 of an ordinance relating to the storage of gasoline, kerosene and other products of petroleum, passed by the City Council of said City on the 2nd day of January, A. D. 1924, and approved by the Mayor thereof on the 2nd day of January, A. D. 1924, be amended as follows:-

Section 1. It shall be unlawful to install or to maintain and use any tank or tanks installed for the storage, distribution or sale of coal oil, benzine, kerosene, gasoline, turpentine, or other inflammable products of petroleum in any lot or lots, plot or tract of ground within said City, without first obtaining the written consent of the property owners representing a majority of the total frontage in feet of all lots, plots or tracts of ground within said city, and lying wholly or in part within lines two hundred feet distant from and parallel to the boundaries of the lot, lots, plot or tract of ground upon which tank or tanks is or are to be so installed and maintained.

For the purpose of this ordinance, only the frontage, or that portion of the frontage of any part of any lot, lots, plot or tract of ground for which frontage consents are so required, which comes within said two hundred foot limit shall be considered.

Any and all petitions containing such consents of property owners shall be based upon and shall contain the legal description of the premises affected.

No such tank or tanks shall be installed or maintained in or upon any lot, lots, plot or tract of ground within said city, where any boundaries thereof are within two hundred feet of the nearest boundary of any lot, lots, plot or tract of ground used for a hospital or church, or within two hundred feet of any school building.

Section 2. This ordinance shall take effect and be in force ten days after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at an adjourned regular meeting thereof held on the 9th day of May, A. D. 1924, and approved by me this 13th day of May, A. D. 1924.

J. J. Kingsley
Mayor.

ATTEST:
G. N. Blackman
City Clerk.

AN ORDINANCE.

establishing the pay of the Police and Fire Departments of the City of De Kalb, Illinois.

Salaries--Police and Fire Departments.

BE IT ORDAINED by the City Council of the City of De Kalb in the County of De Kalb and State of Illinois:

Section 1. That the several members of the police and fire departments of the City of De Kalb, shall be paid, from and after May 10th, 1924, at the following rates:

POLICE DEPARTMENT

Chief of Police, the sum of One Hundred Sixty Dollars per month:
Assistant Chief of Police, the sum of One Hundred Forty-five Dollars per month;
Police Officers, other than Chief of Police and Assistant Chief of Police, the sum of One Hundred Thirty-five Dollars per month.

FIRE DEPARTMENT.

Fire Marshall, the sum of One Hundred Sixty Dollars per month;
Captain, the sum of One Hundred Forty-five Dollars per month;
Lieutenant, the sum of One Hundred Forty Dollars per month;
Members under thirty days service, One Hundred Twenty-five Dollars per month:
Members after thirty days service, One Hundred Thirty-five Dollars per month.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, Illinois, at an adjourned regular meeting held on the 9th day of May, A. D. 1924, and approved by the Mayor this 9th day of May, A. D. 1924.

J. J. Kingsley
Mayor

ATTEST:

G. R. Blackman
City Clerk.

AN ORDINANCE

rovision for ivision of nstallments of pecial Assessment f Normal Road.

providing for the division into installments of the Special Assessment to be levied for the improvement of the roadway of Normal Road, from Lincoln Highway to Lucinda Avenue.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property and also each individual assessment and amount, if any, to be assessed against the City of De Kalb as public benefits, under proceedings now pending in the City Court of De Kalb in said County for a special assessment for the improvement of the roadway of Normal Road from Lincoln Highway to Lucinda Avenue, in said city, by paving and otherwise improving the same, pursuant to the provisions of an ordinance of said city entitled, "An Ordinance providing for the improvement of the roadway of a portion of Normal Road and Lucinda Avenue by special assessment" passed by the City Council of said City on the 1st day of April, A. D. 1924, and approved by the Mayor of said City on the 1st day of April, A. D. 1924, shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of 5½ per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of 5½ per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk, under the corporate seal of said city, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at an adjourned regular meeting thereof held May 9th, 1924 , and approved by me, this 10th day of May, A. D. 1924.

J. J. Kingsley
Mayor

ATTEST:
G. R. Blackman
City Clerk.

AN ORDINANCE

Board of Local Improvements for Year Ending April 30th, 1925.

appointing a Board of Local Improvements for the year ending April 30th., 1925.

BE IT ORDAINED by the City Council of the City of De Kalb, in De Kalb County, Illinois:

Section 1. That Mayor J. J. Kingsley and Aldermen Hiland, Biehl, Hallaron, Berglund and Waggett be and they are hereby appointed as members of the Board of Local Improvements for the year ending April 30th, 1925.

Passed by the City Council of said city this 9th day of May, 1924, and approved by me this 10th day of May, 1924.

J. J. Kingsley
MAYOR

ATTEST:
G. W. Blackman
CITY CLERK

AN ORDINANCE

Appropriations Ordinance for Year ending April 30th, 1925.

MAKING APPROPRIATIONS for corporate purposes of the City of De Kalb, for the fiscal year of said city, from May 1st, 1924 to April 30th, 1925, inclusive.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb and in the State of Illinois:

Section 1. The following sums or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of De Kalb, a municipal corporation of De Kalb County, in the State of Illinois, for the fiscal year of said City, beginning May 1st, 1924 and ending April 30th, 1925, inclusive:

Salaries - City Officers	$7,000.00
Salaries and expense, City Council	1,500.00
Fire Department Salaries and Maintenance	16,000.00
Police Department Salaries and Maintenance	14,000.00
Roads, Bridges, Streets and Alleys	8,000.00
Sidewalks	1,500.00
Water Works Maintenance	4,000.00
Sewers and Drains Maintenance	2,000.00
Water Works Pumping Account	15,000.00
Street Lighting	12,000.00
Maintenance Public Buildings	2,000.00
Maintenance Rest Room	1,500.00
Maintenance Health Department	1,500.00
Maintenance Parks	2,000.00
Election Expenses	1,400.00
Maintenance City Court	500.00
Incidentals	1,000.00
Expense - Board of Local Improvements	1,000.00
Extraordinary Repairs and Replacements	2,500.00

Permanent Improvements:		
Public Improvements - Special Assessment		7,000.00
Fire Department Equipment		5,000.00
Police Department Equipment		1,500.00
Extension Water Works		25,000.00
Extension Sewers and Drains		2,000.00
Extension Sidewalks		300.00
Extension Street Lighting System		200.00
		$135,400.00
Fireman's Pension Fund	$1,400.00	
Police Pension Fund	1,100.00	
Maintenance Public Hospital	11,500.00	
Garbage Disposal	4,600.00	
Maintenance Public Library	6,000.00	
Waterworks Extension Bonds of 1912 due 5/1/25	2,000.00	
Interest on Waterworks Extension Bonds, 1912, due 5/1/25	720.00	
Public Hospital Bonds of 1916 due 3/1/25	2,000.00	
Interest on Public Hospital Bonds, 1916, due 3/1 and 9/1/25	1,562.50	
Public Hospital Bonds of 1920 due 3/1/25	1,500.00	
Interest on Public Hospital Bonds, 1920, due 3/1 and 9/1/25	3,412.50	
Public Hospital Bonds of 1923 due 3/1/25	1,000.00	
	$36,795.00	
Interest on Public Hospital Bonds, 1923, due 3/1 and 9/1/25	1,300.00	38,095.00
		$173,495.00

All unexpended balances of any items of any general appropriation made by this ordinance, may be expended by making up the deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

Section 2. This ordinance shall be in force and effect from and after ten days after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a regular meeting thereof held on the 1st day of July, A. D. 1924, and approved by me this ist day of July, A. D. 1924.

J. J. Kingsley
MAYOR.

ATTEST:
C. K. Blackman
CITY CLERK.

To the Honorable Mayor and City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

The undersigned Board of Local Improvements of the City of De Kalb herewith submits an ordinance providing for the improvement of Seventh Street in the City of De Kalb from the South line of Davy Street and said line extended west across Seventh Street, northerly to the section line between sections 14 and 23 in Township 40 North, Range 4 East of the Third P. M., and the improvement of Seventh Street East of the center line thereof from said section line north to the city limits on the north line of Langlois and Townsend's Third Addition be excavating and grading, adjustment of manholes to new grade, curbing with sand, gravel and Portland cement combined curb and gutter, with curb six inches wide and 12 inches deep and gutter 18 inches wide and 7 inches deep with parkway edge of the curb 15½ feet distant from and parallel to the center line of Seventh Street and at intersecting streets within the area of Seventh Street at the following distances from the center lines thereof:

Davy Street on East side of Seventh Street . . . . .12½ ft.
Davy Street on West side of Seventh Street . . . . .11 ft.
Laura Street on East side of Seventh Street . . . . 8 ft.

and connected at curb corners by curved curbing of 16 foot radius on the parkway edge of the curb, and paving the space between the concrete curb and gutters at Davy Street and between the same and the center line of Seventh Street north of Davy Street, with steel reinforced sand, gravel and Portland cement concrete pavement, seven inches thick in sections not exceeding 36 feet in length with three-eighths inch bitumen fibre matrix expansion joints, by special assessment, together with an estimate of the cost of said improvement, signed by J. J. Kingsley, President of said Board, and W. M. Hay, Engineer of said Board, as provided by law.

This Board hereby states that it has complied with all provisions of the statutes in such case made and provided, relative to said improvement and recommends the passage of said ordinance by your Honorable Body, and the construction of said improvement as provided in said ordinance, according to the statutes in such case made and provided.

Dated, this 1st day of July, A. D. 1924.

BOARD OF LOCAL IMPROVEMENTS OF
THE CITY OF DE KALB, ILLINOIS.

J. J. Kingsley
President.

J. L. Berglund

Wm. Waggett

Geo. C. Hallaron

W. P. Hiland

M. Biehl

To The Board of Local Improvements of the City of De Kalb:

Gentlemen:

We submit herewith an estimate of cost for the improvement of Seventh Street in the City of De Kalb from the South line of Davy Street and said line extended west across Seventh Street, northerly to the section line between sections 14 and 23 in Township 40 North, Range 4 East of the 3rd P. M., and the improvement of Seventh Street East of the center line thereof from said section line north to the city limits on the north line of Langlois and Townsend's Third Addition by excavating and grading, adjustment of manholes to new grade, curbing with sand, gravel and Portland cement combined curb and gutter, with curb six inches wide and 12 inches deep and gutter 18 inches wide and 7 inches deep with parkway edge of the curb 15½ feet distant from and parallel to the center line of Seventh Street and at intersecting streets within the area of Seventh Street at the following distances from the center lines thereof:

Davy Street on East side of Seventh Street - - - - - - - -12½ ft.

Davy Street on West side of Seventh Street - - - - - - - -11 ft.

Laurel Street on East side of Seventh Street - - - - - - - 8 ft. and connected at curb corners by curved curbing of 16 foot radius on the parkway edge of the curb, and paving the space between the concrete curb and gutters at Davy Street and between the same and the center line of Seventh Street north of Davy Street, with steel reinforced sand, gravel and Portland cement concrete pavement seven inches thick in sections not exceeding 36 feet in length with one-half inch bitumen fibre matrix expansion joints as follows:

ıgineer's Estimate

1050 Square yards of steel reinforced concrete pavement 7 inches thick, composed of one part of Portland cement, two parts of clean, sharp sand and 3½ parts of clean, hard gravel to be built in sections not to exceed 36 feet in length, with bitumen fibre matrix expansion joints ½ inch thick between sections, each section uniformly reinforced with steel wire mesh reinforcing fabric weighing not less than 40 lbs. per 100 sq. ft., also including protection and cure of finished pavement and removal of protective material at $2.65 per sq. yd. $2782.50

757 lineal feet of concrete combined curb and gutter with curb 6 inches wide and 12 inches deep, gutter 18 inches wide and 7 inches deep, composed of one part Portland cement, 2 parts of clean, sharp sand and 3½ parts of clean, hard gravel with expansion joints of bitumen fibre matrix ½ inch thick and not exceeding 36 feet apart and with regular joints 6 feet apart at $1.00 per lineal foot 757.00

70 lineal feet of soft steel protective plates 3/16 x 2½ inches at exposed edges of pavement and anchored thereto at 20 cents per lineal foot 14.00

500 cubic yards of excavation of road material above sub-grade and between curb and gutter lines, including dressing and compacting of sub-grade at 80 cents per cubic yard 400.00

4 manholes adjusted to new grade including removal or addition of brick masonry and resetting mamhole casting at $5.00 each 20.00

Engineering and Inspection 370.00

Cost of making, levying and collecting special assessment for said improvement and other lawful expenses as provided by law 425.00

Total estimated cost of improvement . . . . . $ 4768.50

And we hereby certify that, to the best of our knowledge and belief, the above estimate of cost will not exceed the actual cost thereof.

Respectfully submitted this 23rd day of August, A. D. 1923.

J. J. Kingsley
President of the Board of
Local Improvements.

W. M. Hay.
Engineer of the Board of
Local Improvements.

AN ORDINANCE

)rdinance
'roviding for
:he Improvement
)f North Seventh
:treet.

providing for the improvement of a portion of the Roadway of North Seventh Street, by Special Assessment.

BE IT ORDAINED BT THE CITY COUNCIL of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. A local improvement shall be made within said City of De Kalb in the County of De Kalb and State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

The improvement of Seventh Street in the City of De Kalb from the South line of Davy Street and said line extended west across Seventh Street, northerly to the section line between sections 14 and 23 in Township 40 North, Range 4 East of the Third P. M., and the improvement

of Seventh Street East of the center line thereof from said section line north to the city limits on the north line of Langlois and Townsend's Third Addition by excavating and grading, adjustment of manholes to new grade, curbing with sand, gravel and Portland cement combined curb and gutter, with curb six inches wide and 12 inches deep and gutter 18 inches wide and 7 inches deep with parkway edge of the curb 15½ feet distant from and parallel to the center line of Seventh Street and at intersecting streets within the area of Seventh Street at the following distances from the center lines thereof:

Davy Street on East Side of Seventh Street	12½ ft.
Davy Street on West Side of Seventh Street	11 ft.
Laura Street on East Side of Seventh Street	8 ft.

and connected at curb corners by curved curbing of 16 foot radius on the parkway edge of the curb, and paving the space between the concrete curb and gutters at Davy Street and between the same and the center line of Seventh Street north of Davy Street; with steel reinforced sand, gravel and Portland cement concrete pavement seven inches thick in sections not exceeding 36 feet in length with three-eights inch bitumen fibre matrix expansion joints.

CURB LINES. The curb lines for the improvement are hereby defined as the lines on which the upper parkway edge of the curbing of the concrete combined curb and gutter shall be laid.

LOCATION OF CURB AND GUTTER. The straight concrete curb and gutter on Seventh Street shall be laid with the curb line 15½ feet East of an parallel to the center line of Seventh Street from Davy Street North to the City limits.

The curved concrete curb and gutter at Davy Street and at Laura Street shall be laid with the curved curb lines on a radius of 16 feet and tangent to the straight curb lines on Seventh Street and tangent to straight curb lines on Davy Street and Laura Street at the following distances from the center lines thereof:

Davy Street on East Side of Seventh Street	12½ ft.
Davy Street on West Side of Seventh Street	11 ft.
Laura Street on East Side of Seventh Street	8 ft.

At Davy Street the existing curbing and paving shall be removed where necessary to provide for such curved curb and gutter construction.

PRIVATE DRIVEWAYS. At all private driveways the upper four inches of the curb portion of the curb and gutter shall be omitted and in lieu thereof the curbing shall be neatly rounded at the curb corners of the driveways by curved curbing of a radius of two feet on the roadway face of the curb, and the curb returned on the driveway a distance of two feet from the roadway face of the street curb and to the full depth of the street curb, to-wit: eleven inches. The space across the driveway between the curbed curbing shall not exceed ten (10) feet and shall be paved and continued as a part of the gutter, the upper surface having a slope or inclination toward the regular street gutter surface of one inch across said space. The paved driveway slab shall be of the same thickness as the gutter portion of the concrete curb and gutter and constructed in the same manner as hereinafter provided for the gutter portion of the concrete curb and gutter. All dirveway paving outside of the straight curb lines shall be computed as a part of the pavement area.

CITY DATUM. The elevations hereinafter mentioned in this ordinance are vertical distances in feet and decimals of a foot above the established city datum, which is a corresponding horizontal plane passing 100 feet below the top of the stone doorstep at the main entrance to the City Hall in said City, as heretofore established by ordinance.

GRADE. The grade of the curbing along the upper parkway edges of the same shall be at the following elevations above city datum:

	On Seventh Street. Elevation of East Curb.	Elevation of West Curb.
At South line of Davy Street,	93.55	93.5
At North line of Davy Street,	93.2	
At the following points distant northerly from Center line of Davy Street.		
300 feet	88.0	
355 feet	87.1	
407 feet	86.4	
663.5 feet	83.1	

	Elevation of East Curb.	Elevation of West Curb.
At Davy Street at South Curb line	93.8	
At Davy Street at North Curb line	93.6	
At Laura Street at South Curb line	87.45	
At Laura Street at North Curb line	87.2	
On the West line of Seventh Street		
At Davy Street at South Curb line	94.0	
At Davy Street at North Curb line	93.7	
On the center of the curved curbing on Seventh Street at:		
Davy Street, Northeast Curb corner	93.4	
Davy Street, Northwest Curb Corner	93.5	
Davy Street, Southwest Curb Corner	93.75	
Davy Street, Southeast Curb Corner	93.70	
Laura Street, Northeast Curb Corner		86.85
Laura Street, Southeast Curb Corner,		87.70

The top of the curbing as herein located shall extend along the curb lines between the various points of elevation above given on uniform ascents and descents as the case may be.

CROWN. A transverse section of the finished surface of the pavement shall be a true arc of a vertical circle convex upwards, meeting the curb five inches below the top surface thereof, and having a crown or rise which shall bring the crowned surface tangent at the center line to a level plane passing one and one-half inches below the top surface of the curb on the side of said roadway. At Seventh and Davy Streets the grade of the pavement surface along the center lines shall uniformly approach the grade of center of the intersection from the crown elevations as above given at the side lines of the intersection at an elevation of 93.5 feet at the center of said intersection. At Laura Street the paving surfact shall be produced across the intersection with the crowned surface of the same form as along the straight curbing thus producing a gutter to allow the water to flow freely across the intersection. From the gutter, the paving surface shall rise gradually to the top of the curbing on Laura Street at points six feet West of the East line of Seventh Street and from thence extend across Laura Street flush with the top of the curbing to the East line of Seventh Street.

At the sidewalk crossing at Davy Street the crown of the pavement surface shall continue from the center line of the street on the convex arc of a circle as above described, to points four feet distant from and parallel to the curb line. From such points the surface of the pavement and gutter slab shall rise uniformly to the top of the curbing at abutting sidewalks and to one inch below the top of the curbing along the curved curbing at the street intersection, and from the sidewalk line where the same is not at street intersection, the surface of the gutter and pavement slab shall be gradually returned to the regular crowned pavement and gutter surface at points five feet distant therefrom.

CONCRETE AND MORTAR DEFINED.

CONCRETE. Concrete for all purposes mentioned in this ordinance shall consist of Portland cement, sand, gravel and water mixed in the proportion of one sack or 94 pounds of Portland cement to two cubic feet of sand, and three and one-half cubic feet of gravel with sufficient water to produce a concrete that will hold its shape within the requirements of the slump test when properly mixed.

MORTAR. Mortar for all purposes mentioned in this ordinance shall consist of a thorough mixture of one part of Portland cement and two parts of sand, with sufficient water to produce a mortar that will hold its shape within the requirements of the slump test when properly mixed.

SLUMP TEST. The slump test shall be made by the use of an inverted bucket or conical cylinder of sheet iron with open ends, the upper and lower diameters being respectively three (3) inches and six (6) inches and the height of the cone shaped cylinder between the upper and lower diameters shall be twelve inches. When filled with freshly mixed concrete or mortar thoroughly tamped, the concrete or mortar shall not slump down or settle to exceed three inches when the form is removed.

REQUIREMENTS OF MATERIALS:

CEMENT. The cement shall be of No. 1 quality and shall meet the requirements of the "Standard Specifications and Tests for Portland Cement" adopted by the American Society for Testing Materials, Sept. 1, 1916, and all subsequent amendments thereto, a copy of which has been placed on file with the City Clerk of the City of De Kalb, Ill., and which is incorporated herein by reference, as fully as if copied in full herein.

SAND. Sand shall consist of quartzite grains or other equally hard material, graded from fine to coarse, with the coarse particles predominating. The sand, when dry, shall pass a screen having four meshes per lineal inch, not more than twenty-five per cent shall pass a sieve having fifty meshes per lineal inch, and not more than five per cent shall pass a sieve having one hundred meshes per lineal inch. Sand shall not contain vegetable or deleterious matter, nor more than three per cent by weight of clay or loam along or when in combination with gravel for concrete. Sand shall be of such quality that mortar composed of one part Portland cement and three parts sand, when made into briquettes, shall show a tensile strength (at seven and twenty-eight days) equal to or greater than seventy-five per cent of the strength of briquettes composed of one part of the same cement and three parts standard Ottawa sand. The percentage of water used in making the briquettes of cement and sand shall be of such consistency as to produce a mortar of the same consistency as that of the Ottawa sand briquettes.

GRAVEL. Gravel shall consist of clean, hard, tough, durable pebbles graded in size, free from vegetable or other deleterious matter and shall contain no soft, flat or elongated particles. In combination with sand for concrete not to exceed three per cent of the total aggregate by weight shall consist of clay or loam.

All gravel shall be well graded and when tested by means of laboratory screens, shall meet the following requirements:

Passing two inch screen	100 per cent.
Passing one inch screen	50 per cent.
Passing one-half inch screen not more than	10 per cent.

WATER. Water shall be clean, free from oil, acid, alkali or vegetable matter.

PROPORTIONS. The proportions of materials herein specified shall produce a cubic yard of concrete in place, containing not less than one and six-tenths barrels of cement.

The Engineer shall compare the calculated amount of cement required with the amounts actually used in each section of concrete between successive transverse joints, as determined by actual count of the number of sacks of cement used in each section. If the amount of cement used in any three adjacent sections (between transverse joints) is less by more than two per cent, or if the amount of cement as used in any one section is less by more than five per cent, of the amount hereinbefore required, all such concrete sections shall be removed and replaced with new materials according to these specifications.

MIXING. The materials shall be mixed in a Batch Mixer of approved type and irrespective of the size of the batch and rate of speed of the drum, mixing shall continue after all materials are in the drum for twenty revolutions. The drum shall be completely emptied before receiving material for the succeeding batch. The drum shall revolve at a rate of speed specified by the manufacturer for the particular mixer used by the Contractor, but if shall revolve not less than fourteen nor more than twenty revolutions per minute. The volume of the mixed material per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material. The mixer shall be provided with an accurate, positive and practical water measuring device, and with an automatic device for determining the number of revolutions of the mixture.

RETEMPERING. Retempering of mortar or concrete which has partly hardened, that is, remixing with or without additional materials or water, shall not be permitted.

Concrete materials mixed, but not placed in excess of forty-five minutes, shall be wasted, When mixing is so interrupted all material placed in excess of completed sections shall likewise be wasted.

TEMPERATURE. No concrete shall be placed when the temperature is below thirty-five degrees Fahrenheit, unless the materials are heated and suitable precautions taken to prevent freezing.

CONSTRUCTION OF CURB AND GUTTER. The sub-grade of the curb and gutter shall be prepared by such excavation or filling, as the case may be, as shall be necessary to bring the sub-grade, when completed, as herein provided, to a firm and uniform surface twelve inches below the upper surface of the curb and seven inches below the upper surface of the gutters when constructed on the lines and at the grades herein established and provided.

In preparing the sub-grade, all necessary filling shall be made from earth of suitable quality, free from animal or vegetable matter, thoroughly tamped and compaced so as to produce a firm, solid and unyielding surface. In excavation, the surface of the sub-grade shall not be disturbed by plowing within an inch from said surface, but shall be brought to a solid and unyielding sub-grade by hand tools in a workmanlike manner.

Upon the sub-grade thus prepared, a concrete combined curb and gutter shall be buklt at the locations and grades hereinbefore, and of the materials and in the manner hereinafter provided.

Except as otherwise hereinafter provided, the parkway side or back of the concrete curb shall be vertical and twelve inches high with the lower seven inches of the curbing six inches wide and built integral with the concrete gutter adjoining, which shall be seven inches thick and eighteen inches wide and conform to the crown or slope of the pavement surface. The thickness of the curb shall decrease gradually from six inches at the inner gutter flag edge to five inches at the top of the curb and the upper roadway edge of the curb and the lower gutter corner shall be rounded to a circular arc of one inch radius.

At the Davy Street sidewalk crossing the curb and gutter shall be constructed in combination with the paving slab to a distance of four feet from and parallel to the curb lines gradually merging to the regular curb and gutter dimensions at a distance of five feet from the sidewalk crossing and at the grades for the surface of the curb and paving herein provided for. Where the combination curb, gutter and pavement slab is made four feet wide as above provided the curb depth or height shall be nine inches and the base of said slab shall extend in a straight line from the curb base to the base of the pavement slab four feet from the curb line. Except at the sidewalk crossing, where the gutter slab is flush with the top of the curb, the curb around the curved curbing shall be five inches wide and one inch higher than the gutter surface adjoining with the upper roadway edge neatly rounded on a circular arc of one inch radius.

Forms for the curb and gutter, dimensioned to produce the shape and size above provided, shall be securely placed upon the sub-grade and well moistened before the concrete is placed. Expansion jointsshall be placed in the curb and gutter not exceeding thiryt-six feet apart and in line with the expansion joints in the concrete pavement. The expansion joints shall be formed by inserting, during construction and leaving in place, prepared strips of bitumen fibre matrix joint filler, three-eights inch thick, extending through the entire thickness of the curb and gutter and flush with the exposed surface of the same. The curb and gutter shall be constructed between such joints in sections six feet long, separated by means of division plates of one-eight inch metal exactly conforming to the cross section of the curb and gutter, well oiled and installed in the forms before the concrete is placed, and maintained at raight angles tc the surface and perpendicular to the line of the curb, and withdrawn when the concrete has hardened sufficiently to keep the edges from joining.

PLACING CONCRETE. The surface of the sub-grade shall be wet, but shall show no pools of water when the concrete is placed.

When mixed, the concrete shall be placed at once in the forms filling both the gutter flag and curb with material of the same consistency. The concrete shall then be tamped, and spaded until a thin coat of mortar is against the forms and no coarse aggregate will show when the forms are removed. The exposed concrete portion of the curb and gutter shall be one-eight inch less in thickness than the completed section.

FINISHING MORTAR COAT. Before the concrete base has begun to harden there shall be spread upon it a finishing coat of mortar one-eight inch in thickness. Before the mortar has begun to harden is shall be made smooth by floating and trowelling.

When the concrete has hardened sufficiently, the curb and gutter face

shall be brushed with a calcimine brush dipped in water and shaken. No marks shall be left on the surface of the work by brushing. The edges of the curb and gutter and the joints between all sections shall be edged with an edging tool having a radius of one-quarter inch.

CURING AND PROTECTION. The concrete curb and gutter shall be kept wet for seven days after being laid, either by sprinkling or covering with earth and sprinkling.

As soon as the concrete has hardened sufficiently, the forms shall be removed and earth banked against the parkway side of the curb for a width of not less than two feet.

The new concrete shall be protected from all damage by traffic or the elements by canvas covers, barricades, fences, red lights at night, or such other means as may be necessary, and safe crossings provided for pedestrians at all street crossings.

ADJUSTMENT OF MANHOLE CASTINGS. The cast iron rims and covers of all manholes shall be set to the new pavement grade, together with the readjustment of any existing fixtures of like nature. The brick walls of the manholes shall be cut off or added to, as the case may be, in a workmanlike manner. Brick required for new or additional manhole walls shall be hard burned and sound and laid with full mortar joints to the same thickness as the old walls. The cast iron rims shall be set on a bed of mortar on the brick manhole walls as reconstructed to the new grade.

GRADING AND PAVING. The area between the roadway faces of the concrete gutters and center line of Seventh Street when located and constructed as in this ordinance provided, shall be graded and paved as hereinafter provided.

Grading shall include all cuts, fills, approaches and all moving of excess earth and existing road material above sub-grade, and shall be paid for in solid excavation only, by the cubic yard as determined by the Engineer.

EXCESS EXCAVATED MATERIAL. After all necessary filling has been provided for in the improvement, the excess excavated material shall be deposited without charge upon lots adjoining the improvement below grade with the consent of the owner. In case the demand for filling on such lots exceeds the supply, the filling shall extend back on each lot, level with the sidewalk, an equal distance as near as may be determined in advance by the Engineer.

HAUL. The average round trip free haul of all excavated material shall not exceed 3000 feet.

CUTS AND FILLS. In cuts, no excavations shall be made below the grade line of the finished sub-grade. Embankments shall be formed of earth constructed in successive layers, each of which shall extend entirely across the width to be filled. Each layer which shall not exceed one foot in depth, shall be thoroughly rolled with a ten-ton roller, and then flooded with water before the succeeding layer is placed.

SUB-GRADE. The sub-grade shall be brought to an elevation below the established grade of the finished pavement, an amount equal to the thickness of the pavement hereinafter described. The surface of the sub-grade shall be made uniform, solid and firm in density, by thoroughly rolling with a ten-ton roller. All portions inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than fifty pounds, the face of which shall not exceed one hundred square inches in area, spongy yielding spots shall be entirely removed and refilled with firm material.

PARKWAY GRADING. The Parkways throughout the course of the improvement shall be neatly graded, leveled and smoothed from the top of the curb back for a distance of three feet, to meet the existing parkway surface.

PAVEMENT SECTION. The sub-grade of the improvement between the curb and gutter lines within the area of the improvement, shall be covered with a onemix concrete pavement, seven inches thick or deep as hereinafter prescribed.

JOINTS. Width, depth and location. Transverse expansion joints shall be placed across the pavement from edge to edge, perpendicular to the center line and not more than thirty-six feet apart. All joints shall be three-eighths inch in width.

At intersecting streets the joints shall be so laid out that the

direction of traffic in all instances shall be at right angles or nearly thereto. All joints shall extend through the entire thickness of the pavement and shall be perpendicular to the surface thereof.

All metal manhole, catch basin covers and other fixed objects in the pavement, shall be separated from the concrete by joint filler, which shall extend through the entire thickness of the pavement.

JOINT FILLER. Joint filler shall consist of prepared strips of fibre matrix and bitumen, three-eights inch in thickness of approved quality and equal to "Carey Elastite" a joint filler manufactured by Phillip Carey & Co., of Cincinnati, Ohio. The width or depth of the filler shall be not less than one (1) inch greater than the thickness of the pavement at any point between the edges for transverse joints, with the surplus projecting above the pavement.

INSTALLATION. All joints, except as otherwise specified, shall be formed by inserting during construction, and leaving in place, the required thickness of joint filler, which shall extend through the entire thickness of the pavement.

After the joint filler is placed in the pavement portion of the work herein specified, all space below and for one inch from the bottom on each side of the filler shall be packed with solid earth, three inches wide at base and tapering to a point at the filler. The concrete shall be tamped along both sides of the joint filler for the entire width of the pavement with a combination curb tamper.

After the concrete has been placed and when sufficiently hard enough to walk upon without injury to the surface of the pavement, the transverse joint filler shall be cut off to a height of three-eights inch above the finished surface of the pavement.

PROTECTION PLATES. The edges of all concrete at the end of the street return, shall be protected with single, soft steel protection plates. The upper edge of the plate shall be even with the adjoining surface of the concrete and conform to the pavement crown.

The soft steel plates shall be not less than two and one-half inches in depth and not less than one-eighth, nor more than one-quarter inch in average thickness. The plates shall be of such form as to provide for rigid anchorage to the concrete.

FABRIC REINFORCING. The concrete pavement shall be reinforced with a steel mesh fabric weighing not less than forty pounds per hundred square feet. The spacing of main members of the fabric shall not exceed six inches and the spacing of the tiles, or secondary members of the fabric shall not exceed twelve inches.

Reinforcing fabric shall be placed not more than three inches below the finished surface of the pavement and shall be laid with the main members perpendicular to the center line of the pavement and shall extend across the full width of pavement to within three inches of the edges, and all joints, but shall not cross the joints. Adjacent widths of fabric shall be lapped not less than four inches when the lap is made perpendicular to the center line of the pavement, and not less than one foot when the lap is made parallel to the center line of the pavement. The fabric shall be cut to the length specified and shall be rolled or otherwise made to lie flat before being placed over the surface of the concrete.

PLACING CONCRETE. Immediately prior to placing any concrete, the sub-grade shall be checked for width and grade, and accepted by the Engineer or his representative. No sand or gravel shall be placed upon the sub-grade until shaped, rolled and brought to its true finish. The surface of the sub-grade shall be wet but show no pools of water when the concrete is placed. After mixing, the concrete shall be deposited rapidly upon the sub-grade and spread uniformly even to the depth required for the reinforcing in successive batches and in a continuous operation without the use of intermediate forms or bulkheads between expansion joints. As the work progresses the concrete above the reinforcing shall be raked and spread by means of a strike board of "Slute" uniformly even over the entire area and crowned to the exact grade of the finished pavement. Boot tracks, stony areas and other imperfections shall be dug out and refilled with concrete to the depth of the reinforcing and worked smooth. No workman shall then be allowed to walk over the area so completed.

In case of a breakdown, an intermediate transverse joint may be placed as herein before specified, at the point elected by the Engineer for stopping work. Any concrete in excess of that needed to complete a section at the finish of the day's work, shall not be used and shall be removed from the sub-grade.

FINISHING. As soon as possible after the concrete has been struck off, it shall be rolled to a smooth, even surface with an approved metal roller. The roller shall be hollow, six feet in length, not less than twelve inches in diameter and shall weigh not less than one pound per lineal inch. It shall be divided vertically through the center into two rollers, each revolving on the same axle, and leaving a one inch space between them, to allow rolling on both sides of the projecting joint filler at the same time. The roller will be provided with such fastenings that ropes may be attached to both sides, so that it can be pulled across the pavement. The roller shall be operated at such an angle with the center line of the pavement that it advances along the pavement about two feet for each trip across. The roller shall pass from one edge of the pavement to the other, and at transverse joints shall be set over the projecting joint filler, so that rolling may be done on both sides of the joint at the same time without interfering with the position of the joint filler. After the roller has covered a given area in the manner described, the same area shall be similarly rolled not less than three times at intervals of fifteen to forty minutes depending on the stiffening of the concrete, and as many additional times as may be necessary to remove excess water.

After the rolling has been completed the pavement shall be rubbed smooth of all ridges or depressions left by the roller, and brought to a true and even surface by the use of a long handle float and finished by belting not less than twice as hereinafter described. The belts shall be eight inches in width and not less than three feet longer than the width of the pavement and made of three layers of ten-ounce canvas, saturated in kerosene oil.

For the application of the first belt, vigorous strokes at least twelve inches long shall be used and the longitudinal movement of the belt along the pavement shall be very slight.

For the application of the second belt, which shall be immediately after the water glaze or sheen disappears, the stroke of the belt shall be not more than four inches and the longitudinal movement shall be a continuous forward movement.

To finish the joints, a suitable bridge to span the width of the pavement shall be used, no part of which shall be in contact with the finished work.

A straight edge eight feet in length, notched at the center, shall be used for testing each transverse joint immediately after the last rolling and shall show a bearing for its entire length. The straight edge shall be placed over the joint, parallel to the center line of the pavement and moved across from curb to crub. When, upon testing, the surface of the concrete is shown to be high or low, concrete will be added or removed to bring the surface to its true shape.

The concrete adjoining transverse joints shall be dense in character and after rolling shall be finished with a wood float, which is divided through the center and which will permit finishing on both sides of the filler at the same time.

When the concrete shall have become sufficiently hard to work, the surface of the pavement for a distance of six inches on each side of the joint filler, and for a distance of eight inches from the edge of the pavement at the sides, shall be made dense and smooth with a metal trwoel and brush finished in a similar manner as herein provided for curb and gutter. The surface of the gutter flag of the curb and gutter already constructed and the finished pavement surface adjoining shall be in a uniform plane at the required crown.

The edges of the pavement at the gutter and expansion joints shall be rounded slightly with an edging tool haveing a radius not greater than one-quarter inch.

The finished surface of the pavement shall not vary more than one-quarter inch in three feet from the specified contour.

The concrete curb and gutter shall be swept and kept clean immediately after the last belting has been performed in finishing the pavement.

CURING AND PROTECTION. The surface of the pavement shall be sprayed with water as soon as the concrete is sufficiently hardened to prevent pitting, and shall be kept wet until an earth, or other approved covering is placed thereon. As soon as it can be done without damaging the concrete, the surface of the pavement shall be covered with not less than two inches of earth or other material approved by the Engineer, which cover shall be kept wet for at leastten days. The "ponding"

method may be used at the option of the Contractor, the pavement being flooded and kept wet for ten days or 2½ pounds of Calcium Chloride per square yard of paving area properly applied will be permitted. When deemed necessary or advisable by the Engineer, freshly laid concrete shall be protected by canvas until such earth covering can be placed.

In hot weather, under the most favorable conditions for hardening, the pavement shall be closed to traffic for not less than fourteen days, and in cool weather for an additional time, to be determined by the Engineer.

Section 2. The recommendation of the Board of Local Improvements of said City for the passage of this ordinance and the construction of said improvement, together with an estimate of the cost thereof over the signature of J. J. Kingsley, President and W. M. Hay, Engineer of said Board, both in writing and hereto attached, shall be and the same are hereby approved.

Section 3. The cost of said improvement, including the sum of Three Hundred Seventy and 00/100 Dollars ($370.00), being the amount included in said estimate of cost for engineering and inspection, and the sum of Four Hundred Twenty-five Dollars ($425.00), being the amount included in said estimate of cost of making and collecting the special assessment herein provided for, and other lawful expenses attending the same, as provided by law, shall be paid by special assessment upon property specially benefited thereby in accordance with the provisions of an act of the General Assembly of the State of Illinois entitled, "An Act Concerning Local Imprvoements", approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said sum of Three Hundred Seventy Dollars, ($370.00) shall be applied towards the expense of engineering and inspection of said improvement, and the sum of Four Hundred Twenty-five Dollars, ($425.) shall be applied towards the expense of making and collecting said assessment and other lawful expenses attending the same, as provided by Section 94 of said Act and all amendments thereof.

Section 4. The City Attorney of said City is hereby directed to file a petition in the City Court of De Kalb, in said County and State in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance and said act of said General Assembly and all amendments thereof.

Section 5. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held July 1st, 1924, and approved by me, this 1st day of July, A. D. 1924.

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J. J. Kingsley
MAYOR

ATTEST:

W. M. Blackman
City Clerk.

AN ORDINANCE

creating a Board of Examiners of Electricians, in the City of De Kalb, Illinois, and licensing persons engaged in business of electrical installation or wiring. Board of Examiners of Electricians.

Be It Ordained by the City Council of the City of De Kalb, Illinois:-

Section 1. (Board of Examiners Created). That for the better protection of persons and property in the City of De Kalb, there is hereby created a Board of Examiners of Electricians, which shall consist of the Commissioner of Public Works of said City, the Fire Marshal of said City, one citizen residing in said city and two citizens engaged in the business of electrical installation or wiring in said City, who shall be appointed by the Mayor, by and with the consent of the Council.

Section 2. (Board Meetings). Said Board shall meet regularly at least once every month at a place and time to be fixed by it. The Commissioner of Public Works shall be chairman of said Board and said Board shall elect one of its other members as Secretary. Three members of said Board shall constitute a quorum for the transaction of all business.

Section 3. (Board to Examine Applicants). It shall be the duty of said Board to examine all applicants desiring to engage in the business of electrical installation or wiring in said city who shall file with the Commissioner of Public Works an application for a license and pay the necessary fee therefor. Said Board shall notify said applicant to appear before it at the next regular meeting thereof, at which time said Board shall examine said applicants upon their scientific qualifications for conducting said business, and if upon said examination a majority of said Board shall be satisfied as to applicant's competency to engage in said business, said Board will recommend that a license be issued to said applicant. No license shall issue without the approval of a majority of the members of said Board.

Section 4. (License Required). No person shall hereafter engage in the business of electrical installation or wiring in said city without having obtained an electrician's license, as hereinafter provided.

Provided, that the provisions of this ordinance shall not apply to work done by any public service corporation, furnishing and supplying electrical current, nor to any corporation, firm or partnership employing an electrician upon its own lines, apparatus and equipment.

No such license shall be issued to any person who is under the age of twenty-one years.

Section 5. (Application). Every applicant desiring such license, shall file with the Commissioner of Public Works a written application for such purpose, giving his name and place of business, and furnish to the Commissioner of Public Works any evidence required by him relative to the responsibility, skill and ability of the applicant to carry on his business or trade under such license in accordance with the ordinances, rules and regulations of said city.

Section 6. (Bond). Every application for such license shall be accompanied by a bond of the applicant with two or more responsible sureties, or an approved surety company, to be approved by the City Council or by the Mayor when the City Council is not in session, in the penal sum of Five Thousand Dollars, ($5,000.00), conditioned in all respects as provided in Section 5 of Chapter 54 of the Revised Ordinances of said City, passed April 4th, 1914.

Section 7. (Fee). Every applicant for such license shall pay to the City Collector for the use of said city a fee of Twenty-five Dollars ($25.00) for the same for any year or part thereof.

Section 8. (License). Upon the recommendation of said Board of Examiners of applicant for such license, and payment of the fee and furnishing of bond, as aforesaid, such license shall be issued by the Mayor and countersigned by the City Clerk.

Section 9. (Co-partners). When two or more persons, co-partners, are applicants for such license, the same shall be issued in the name of the firm or co-partnership.

Section 10. (License Termination not Transferable). No such license shall be transferable, and every such license shall expire on the thirtieth

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day of April next succeeding its issuance.

Section 11. Changes). Any change of firm name or location of place of business shall be promptly reported to the Commissioner of Public Works, and every such license shall be posted by the licensee in a conspicuous place in his or their place of business.

Section 12. Permits Required). No licensed electrician shall perform any work under such license without first having obtained a permit so to do from the Commissioner of Public Works.

Applications for such permits shall be made on a regulation blank by the licensee, stating location of premises and character and location of work proposed to be done.

Such application shall furnish all information necessary to enable the Commissioner to determine the character and extent of the work proposed to be done and whether the same, when so done, will comply with the ordinances, specifications and regulations of said city.

The fee for such permit shall be the sum of Two Dollars ($2.00) payable at time of filing application for permit.

Section 13. Permit - How Kept and Exhibited). Every licensed electrician, while performing work under such permit, shall retain the same in his possession or in the possession of one of his employees at the site of any proposed work, while engaged thereon, and such permit shall, upon request, be exhibited by the licensee or person having the custody of the same, to any police officer or official of said city.

Section 14. Use of Permit by others). No licensed electrician shall allow his name, license or any permit issued to him, to be used by any other persons, whether for the purpose of obtaining permits or doing work under his license.

Section 15. Construction - Provisions). The installation or alteration of any and all electric wiring, connections and apparatus, under the provisions of this ordinance, shall be under the supervision of the Commissioner of Public Works and Fire Marshal and in accordance with the ordinances, specifications, rules and regulations of said city relative thereto.

Provided that the Fire Marshal and Chief of Police, respectively, shall have control of all matters pertaining to the installation, operation, and repair of the fire and police alarm telegraph system.

Section 16. Inspection). All electrical work, constructed or installed under the provisions of this chapter, shall be inspected by the Fire Marshal.

Before any wiring or other such construction shall be covered or concealed, the Fire Marshal shall be notified by the person doing the work at least twenty-four hours prior to the time at which inspection is to be made, and after such work has been completed, a final inspection will be made by the Fire Marshal.

Whenever, after any inspection, any alteration or changes shall be ordered by the Fire Marshal, the same shall be at once made by the electrician and like notice given, as herein provided, for the purpose of determining whether changes ordered have been made.

Section 17. Certificate of Inspection). Upon completion of any electrical work in accordance with the ordinances, rules and regulations of said city, and after the same shall have been inspected and found to conform therewith by the Fire Marshal, he shall issue a certificate of inspection and approval thereof.

Section 18. Connections - Without Certificate Prohibited). No persons, firm or corporation shall connect any wires, used by them for the purpose of transmitting electrical current so as to permit such current to pass through, upon and along any wires, conductors or other electrical work within the provisions of this ordinance, until such certificate of inspection and approval has been issued.

Provided, however, that the same may be connected a sufficient length of time for the purpose of making necessary tests or inspection thereof prior to the issuance of such certificates of inspection and approval.

Section 19. Access to premises for Inspection). The Commissioner of Public Works and Fire Marshal shall have the right, during reasonable

hours and in such manner as not to unreasonably interfere with the safe and proper operation of any apparatus or equipment or construction inspected or tested, to enter any premises in said city in the discharge of their official duty, and for such purpose they shall be given prompt access to all such premises on application to the owner, agent or person in charge or control of the same.

Any person or persons owning, controlling or using any electrical apparatus, construction or equipment, subject to inspection under the provisions of this chapter, shall provide at his or their expense, such arrangements and facilities as may be necessary for the purpose of the inspection in this chapter provided for, and lend all reasonable assistance required by the Commissioner or Fire Marshal upon inspection.

Section 20. Defective Work - Owner to Remedy). Whenever, upon any inspection of the Fire Marshal, any wiring or other elctrical construction or connections are found to be defective or dangerous to life or property, the owner or person in control of the premises or his agent shall immediately remedy such defective conditions upon notice and in such manner as shall be directed by the Fire Marshal.

Section 21. Responsibility of Owner - Not Relieved). Nothing herein contained shall be construed to relieve from or lessen the responsibility of any person owning, operating, controlling or installing any electrical equipment, for damage to any person injured for any defect therein, nor shall said city be held to assume any such liability by reason of the inspection authorized herein or certificate of inspection issued in accordance herewith.

Section 22. Regulations and Specifications). The Commissioner of Public Works for the purpose of providing for suitable materials and applicances and proper methods of construction in electrical work, to insure performance of the same, in a proper and workmanlike manner, and of reducing risks of fire resulting therefrom as far as possible, shall make and keep on file in his office rules and regulations, not inconsistent with any ordinance of said city relative thereto, which shall be submitted by him to the City Council, and when approved by the City Council, shall be filed in his office.

When such specifications, rules and regulations are approved, and filed, as aforesaid, they shall have the same force and effect as if specifically set forth herein, and all electrical work in said city coming within the provisions of this ordinance, shall conform in all respects thereto and to the ordinances, rules and regulations of said city.

Section 23. Violations). All licensed electricians shall observe and comply with all ordinances, regulations and specifications of said city regarding such work and all orders and directions of the Commissioner of Public Works and the Fire Marshal of said city relative thereto.

Each day's continuance of work in violation of this ordinance or each day's or part of a day's failure to observe or comply with any order of the Commissioner or Fire Marshal relative to such work, after notice as herein provided, shall be deemed a separate offense.

Section 24. Suspension of License or Permit). The license or permit of any licensee, under the provisions of this chapter, shall, for a violation of any of the ordinances, rules and regulations of said city governing such work, be suspended by the Commissioner of Public Works, or Fire Marshal who shall report such suspension to the next meeting of the City Council for such action thereon as the City Council may see fit to take in the premises.

After the suspension of any permit or license, as aforesaid, no further work shall be done by the licensee or holder of such permit, nor shall any further permits be issued to such licensee for the doing of electrical work until the violation of the ordinances, rules and regulations aforesaid, for which such license or permit was suspended or revoked, have been corrected, remedied and made satisfactory, as the circumstance of the case may require.

Section 25. Penalty). Any person who, after the passage and approval of this ordinance, shall engage in the business of electrical installation or wiring, without a license, as hereinabove provided, shall be punished by a fine of not less than Five Dollars ($5.00) nor more than Two Hundred Dollars ($200.00) for each offense.

Section 26. Repealing Clause). All ordinances or parts of

ordinances in conflict herewith are hereby repealed.

This ordinance shall take effect and be in force from and after ten days of its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb at a special meeting thereof on the 18th day of July, A. D. 1924, and approved by me this 18th day of July, A. D. 1924.

J. J. Kingsley
M A Y O R

ATTEST:

G. R. Blackman
C I T Y C L E R K.

AN ORDINANCE

providing for the division into installments of the Special Assessment to be levied for the improvement of the roadway of North Seventh Street from Davy Street to the City limits.

Ordinance providing for division of installments on Nort Seventh Street.

Be It Ordained by the City Council of the City of De Kalb, in the County of De Kalb in the State of Illinois:

Section 1. That the aggregate amount to be assessed against property, under proceedings now pending in the City Court of DeKalb in said County for a special assessment for the improvement of the roadway of North Seventh Street from Davy Street to the city limits, in said city, by paving and otherwise improving the same. pursuant to the provisions of an ordinance of said city entitled, "An Ordinance providing for the improvement of a portion of the roadway of North Seventh Street by Special Assessment", passed by the City Council of said City on the 1st day of July, A. D. 1924, and approved by the Mayor of said City on the 1st day of July, A. D. 1924, shall be divided into ten annual installments, in accordance with the provisions of an act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements", approved June 14, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per centum per annum, from the time, and shall become payable and shall be collected, as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually, until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per centum per annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory thereof or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said city, with interest coupons evidencing the annual payments of interest due thereon to be signed by the printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof held August 5th, 1924, and approved by me, this 8th day of August, A. D. 1924.

J. A. Kingsley
MAYOR

ATTEST:

G. F. Blackman
CITY CLERK.

Construction of cement sidewalk on East Lincoln Highway-in front of Barb City Grocery.

AN ORDINANCE PROVIDING FOR THE CONSTRUCTION OF CEMENT SIDEWALK.

BE IT ORDAINED by the City Council of the City of De Kalb, in theCounty of De Kalb, in the State of Illinois:

Section 1. That a cement sidewalk constructed in the manner hereinafter specified, shall be laid, constructed and built in said city, upon and along the North line of Lincoln Highway in front of the following described lots, tracts or pracels of land, to-wit:

The East forty(40) feet of Lot Five (5) of the East Thirty-nine (39) feet of Lot Six (6) in Wagner's Subdivision of Lots Six (6), Seven (7) and part of Eight (8) in Block One (1) of the Original Town (now City) of De Kalb;

and from thence to the North curb line of said street.

Said sidewalk shall be laid from top surface of curbing at a uniform upward slope of one-fourth inch to the foot toward the property line when completed as in this ordinance provided.

Section 2. The sub grade for said sidewalk shall be prepared by such filling or excavation, as the case may be, as shall be necessary to bring the same to a true, firm and uniform surface four inches below and parallel with the surface of such sidewalk when finished as in this ordinance provided.

Upon said sub grade shall be placed a layer of concrete, made in the proportion of two parts of torpedo sand and three and one-half parts of wash gravel, to one part of best quality Portland cement, which shall be well mixed, and after being well rammed and settled in place, be of a uniform thickness of four inches, the mortar to be properly flushed and worked to the surface and the surface to be smoothed to a uniform surface at grade.

The materials to be used in the construction of said sidewalk and the construction thereof shall be under the supervision and to the satisfaction and subject to the approval of the Commissioner of Public Works of said city.

Section 3. Payment of the cost of construction of said sidewalk shall be made by levying the whole cost thereof upon said lot, lots, or parcels of land in proportion to their frontage upon such sidewalk or sidewalks, by special taxation, under and in accordance with the provisions of an act ot the General Assembly of the State of Illinois, entitled, "An Act to provide additional means for the construction of sidewalks in cities, town and villages", approved April 15, 1875, in force July 1st, 1875, and all acts amendatory thereof.

Section 4. The owners of such lots, blocks, tracts or parcels of land shall construct such sidewalk or sidewalks in front of their respective lots, blocks, tracts or parcels touching the line of said sidewalk or sidewalks, in accordance with the specifications of this ordinance, within thirty days after the mailing of notice of the passage of this ordinance, addressed to the party who paid the last general taxes on the respective lots, blocks, tracts or parcels, and in default thereof said city shall furnish the materials and construct said sidewalk in accordance with said ordinance, or may enter into a contract for the furnishing of said materials and the construction of said sidewalk as provided by said statute and amendments thereof, and the cost thereof collected by special taxation in the manner above and in this ordinance provided, and the said city may issue non-interest bearing vouchers in payment for such walks, payable solely out of the special tax, herein provided for, when the same is collected.

Section 5. In case the owner or owners of any lots, blocks, tracts or parcels of land, fails, neglects or refuses to construct said sidewalks in accordance with the provision of this ordinance, and the said sidewalks or any portion thereof, shall be constructed by said city under the provisions of this ordinance, a bill of the cost of such sidewalks, showing the cost of the construction and supervision thereof, shall be made by said City Clerk, together with a list of the lots or parcels of land touching upon the line of said sidewalk or sidewalks, the names of the parties who paid the last general taxes on the respective lots or parcels and the frontage of

said lots, blocks, tracts or parcels of land in front of which the said sidewalks shall be so constructed by said city.

And thereupon said City Clerk shall proceed to prepare a special tax list against said lots, blocks or parcels of land in front of or touching upon which said sidewalk has not been constructed, ascertaining by computation the amount of special taxes to be charged against each of said lots, blocks, tracts or parcels on account of the construction of said sidewalks by said city, according to the rule fixed by this ordinance for the levy of such special tax, which said bill of cost and special tax list shall be filed in the office of the said City Clerk. Said City Clerk shall thereupon issue warrants, directed to the Chief of Police of said city, who is hereby designated and appointed, as provided by law, for the collection of the amount of special tax so ascertained and appearing from said special tax list to be due from the respective lot, lots, blocks, tract or parcels of land touching upon the line of said sidewalk or sidewalks so constructed by said city.

Said officer shall thereupon proceed to collect such warrants by giving notice in writing, by mailing the same to the address of the party who paid the last general taxes on the respective lot, lots, blocks, tracts or parcels of land in said list, that special tax is in the hands of said officer for collection, and all moneys so collected by said officer shall be him be immediately paid over to the treasurer of said city.

Section 6. Upon failure to collect any such special tax or portion thereof as above provided, it shall be the duty of said officer on or before the 30th day of April following the return of such warrants by the said officer, to make report of all such special tax in writing to the general officer of DeKalb County, Illinois, authorized by law to apply for judgment by writ and sell lands for taxes due the County or State, of all the lots or parcels of land upon which such special tax so levied shall be unpaid, with the names of the respective owners thereof so far as the same shall be known to said officer, and the amount due and unpaid upon each lot, tracts, or parcel, together with a copy of this ordinance, which report shall be accompanied by the oath of said officer that said list is a correct return of the lots, tracts and parcels of land on which the special tax so levied by authority of said city for the cost of the sidewalk in this ordinance specified remains due and unpaid, and that the amounts therein stated as due and unpaid have not been collected nor any part thereof.

Section 7. It shall be the duty of the City Clerk to require from any person, firm or corporation entering into contract with said city to construct any portion of the sidewalk herein provided for, a bond with sufficient and satisfactory sureties residing in said city, to be approved by said City Council, in the penal sum of not less than double the amount of such contract, conditioned for making good any defects in any of said sidewalks so constructed appearing during the space of five years from the completion and acceptance thereof, due to improper or defective materials used in, or faulty workmanship employed in and about the construction of the same.

Section 8. All ordinances or parts thereof in conflict with the provisions of this ordinance are hereby repealed, and this ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of said city, and approved by me, this 1st day of July, A. D. 1924.

J. F. Dingley
MAYOR

ATTEST: G. W. Blackman
CITY CLERK.

AN ORDINANCE

Ordinance providing forpurchase of DeKalb-Sycamore rails.

providing for the purchase of certain rails, ties, and trolley wires belonging to DeKalb-Sycamore & Interurban Traction Company and releasing said DeKalb-Sycamore & Interurban Traction Company from its duty to remove its railroad tracks from the streets of the City of DeKalb, and restore said streets as provided in its Franchise Ordinances.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

Section 1. That the Mayor and City Clerk are hereby authorized and instructed to enter into and execute on behalf of the City of DeKalb the following agreement,

Specifications.

WHEREAS, under certain ordinances and licenses heretofore granted by the City Council of the City of DeKalb, the DeKalb-Sycamore & Interurban Traction Company has heretofore been operating a certain street car system within the city limits of the City of DeKalb on certain streets in said franchise ordinances named and designated, the cars of said company being operated by electricity by means of overhead trolley wires, and,

WHEREAS, said Company under other ordinances and licenses granted by the City Council of the City of Sycamore, and by the County officers of DeKalb County, Illinois, has operated said street car system between the cities of DeKalb and Sycamore, and within the City of Sycamore; and,

WHEREAS, on account of the building of a hard road between the cities of DeKalb and Sycamore, and the constant increase of automobiles the patronage of the electric road operated by said Company has been constantly decreasing, so that the Company was unable to earn even operating expenses; and,

WHEREAS, by order of the Illinois Commerce Commission the said DeKalb-Sycamore & Interurban Traction Company was authorized to cease the operation of its said railroad within the City limits of the City of DeKalb, between the Cities of DeKalb and Sycamore, and within the City of Sycamore; and,

WHEREAS, said Company has ceased to operate its said railroad and will not further operate said railroad; and,

WHEREAS, by the franchise ordinances under which said DeKalb-Sycamore & Interurban Traction Company was operating its said railroad within the City limits of the City of DeKalb, it becomes the duty of said Railroad Company, when it ceases to operate its said railroad, to remove its tracks and trolley wires from the streets of the City of DeKalb, and restore the streets; and,

WHEREAS, the said DeKalb-Sycamore & Interurban Traction Company has no money and no means to remove its said tracks from the streets of said city and remove its trolley wires and other apparatus used in connection with the operation of its road, and has no money to restore the streets of the city, as provided in said franchise ordinances; and,

WHEREAS, the said DeKalb-Sycamore & Interurban Traction Company has offered to sell to the City of DeKalb its ties and steel rails now in the streets within the corporate limits of the City of DeKalb and two thousand (2000) feet beyond the city limits of DeKalb on the Thirteenth Street, as well as the overhead copper wires, all hardware and poles (excepting poles used for other purposes in addition to support of trolley), within the City limits of the City of DeKalb and two thousand (2000) feet beyond said city limits, if the city in consideration of such sale, will relieve the said DeKalb-Sycamore & Interurban Traction Company from all further obligations under said franchise ordinances and said city will forthwith remove said rails and tracks from the streets of said City and remove said overhead wires and restore the streets as in said franchise ordinances provided;

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That in Consideration of the premises the said DeKalb-Sycamore & Interurban

Traction Company hereby bargains, sells, assigns and sets over to the City of DeKalb, its railroad, excepting poles used for other purposes in addition to support of trolley, tracks, ties, rails, poles and overhead wires and all hardware located within the streets of the City of DeKalb and two thousand (2000) feet beyond the city limits of said city of DeKalb, and the said City of DeKalb hereby releases said DeKalb-Sycamore & Interurban Traction Company from any further obligations as to removing its tracks and restoring the streets in said franchise ordinances contained, and the said City of DeKalb agrees at once and at its own expense and responsibility to remove said tracks and wires, and restore said streets according to the provisions of said franchise ordinances.

IN WITNESS WHEREOF the said DeKalb-Sycamore & Interurban Traction Company has caused these presents to be signed by its Vice President and its seal hereto affixed attested by its Secretary, and the said City of DeKalb has caused these presents to be signed by its Mayor and its seal hereto affixed attested by the City Clerk, this_____day of August A.D. 1924.

DEKALB-SYCAMORE &INTERURBAN TRACTION COMPANY

By_____
Vice President and
Receiver under Order of Court of
Circuit Court of DeKalb County, Ill.

Attest:

_____
Secretary

CITY OF DE KALB

BY_____
Mayor

ATTEST:

_____
City Clerk.

Section 2. That all ordinances and parts of ordinances in conflict with this ordinance are hereby repealed.

Passed and approved this 19th day of August A.D. 1924.

J. J. Kingsley
MAYOR

ATTEST:
G. R. Blackman
CITY CLERK.

AN ORDINANCE CONCERNING INTOXICATING LIQUORS.

Liquor Ordinance.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb in the State of Illinois:

Section 1. The phrase "intoxicating liquor" wherever used in this ordinance shall be construed to include alcohol, brandy, whiskey, rum, gin, beer, ale, porter and wine, and in addition thereto any spirituous, vinous, malt or fermented liquor, liquids and compounds, whether medicated, proprietary, patented or not, and by whatever name called, containing one half of one per centum or more of alcohol by volume which are fit for beverage purposes, including the following:

Cordiale Rubi Fructus
Elxir Aromaticum
Elixir Anisi
Elixir Aromaticum Rubrum
Elixir Auranti Amari
Elixir Cardimoni Compositum
Elixir Glycyrrhizae
Elixir Glycyrrhizae Aromaticum
Elixir Taraxaci Compositum
Elixir Terpini Hydratis
Spirits Aetheris
Spiritus Juniperi Compositus
Spiritus Myrciae Compositus
Tinctura Amara
Tinctura Aromatica
Tincture Auranti Dulcis
Tinctura Carsmelis
Tincture Zingiberis
Vinum Auranti Compositum
Vinum Carnis
Vinum Papsini
Vinum Pruni Virginianae

And including also tincture of ginger, whether sold as Jamaica Ginger, essence of ginger, extract of ginger or by whatever name known, and whether or not compounded as so called double strength Jamaica ginger, using ginger root as follows, Jamaica ginger No. 30 powder, 400 grams to make 1,000 milliters, and including also any liquid or compound which diluted or otherewise will, when taken as a beverage, produce intoxication.

The word "Person" whenever used in this ordinance shall mean and include natural persons, associations, co-partnerships and corporations.

Section 2. No person shall manufacture, sell, barter, transport, deliver or furnish or possess any intoxicating liquor nor possess any mash, still, or other property or equipment designed for the manufacture of intoxicating liquor within the corporate limits of the City of DeKalb.

Provided, however, that the foregoing provisions shall not be construed to prohibit possession of any such intoxicating liquors by a duly licensed practicing physician, druggist or pharmacist, when used by either of them in compounding prescriptions of a duly licensed physician and surgeon in which any of the same shall be used as an ingredient, provided the same when so compounded shall not be such as to produce intoxcation, nor shall the foregoing provisions be construed to prohibit the transportation within said city of any such intoxicating liquors, to be used by physicians and pharmacists in accordance with this provision.

Section 3. No prescription or prescriptions for any such intoxicating liquors shall be issued, furnished or provided by any physician in said city, to be filled by any druggist or pharmacist. It shall not be a violation of this ordinance for any such physician to use any of such intoxicating liquors in compounding prescriptions issued by him in due course of his practice, provided the same when so compounded shall not be such as to produce intoxication. And provided, further, it shall not be a violation of this ordinance for any licensed physician to furnish to any patient of such physician, when necessary in his or her judgment, any such liquors legally in his or her possession, under this ordinance, the laws of Illinois, or of the United States.

Section 4. No registered pharmacist or druggist in said city shall fill any physician's prescription for any intoxicating liquors, or furnish the same to any person for medicinal purposes, except that it shall not be a violation of this ordinance for any such pharmacist or druggist to use any of the same in compounding a prescription duly issued by a licensed physician, provided the same when so compounded shall not be such as to produce intoxication.

Section 5. All persons operating any drug store within said city shall be held liable for any acts in violation of this ordinance done or performed by any registered pharmacist, local registered pharmacist, registered assistant pharmacist or otner person in their employment, and any shift or device to evade any or either of the provisions of this ordinance shall be held to be a violation of the same, as the case may be.

Section 6. Any person violating any of the provisions of this ordinance, and any person who attempts to violate any of the provisions of this ordinance, and does or performs any act or acts toward so doing, but fails or is intercepted or prevented in committing such violation, shall be fined not less than Twenty-five Dollars ($25.00) nor more than Two Hundred Dollars ($200.00) for each offense.

Section 7. The invalidity of any portion of this ordinance shall not affect the validity of any other portion or portions thereof which can be given effect without such invalid part.

Section 8. All ordinances or parts thereof in conflict with the provisions of this ordinance, including an ordinance entitled, "An Ordinance Concerning Liquor", passed October 2nd, 1923, and approved October 2nd, 1923, are hereby repealed and this ordinance shall take effect and be in force from and after its due publication, as provided by law.

Section 9. The City Attorney of said city is hereby directed upon passage, approval and due publication of this ordinance, to file with the Attorney General of Illinois, and with the Commissioner of Internal Revenue of the United States at Chicago, Illinois, a petition, accompanied by a duly certified copy of this ordinance and certificate of publication of the same., asking for the discontinuance of issuance of and revocation of permits heretofore issued for furnishing, having in possession or using of intoxicating liquors contrary to the provisions of this ordinance, and for discontinuance of furnishing and cancellation of prescription blanks to physicians for the prescribing of intoxicating liquors, contrary to the provisions of this ordinance.

Section 10. This ordinance shall not be construed to prohibit the transportation to, or furnishing to, or possession or use by any church, religious congregation or sect in said city for sacramental purposes of any such intoxicating liquors, nor with the transportation or furnishing to or possession or use for mechanical, educational or other purposes by any person, when not in violation of the laws of the United States, the State of Illinois, and the ordinance of said city.

Passed by the City Council of the City of DeKalb, at a regular meeting thereof held on the 2nd day of Sept., A D 1924, and approved by me, this 3rd day of Sept. A. D. 1924.

J. J. Krings Cey
MAYOR

ATTEST:

G R Blackman
CITY CLERK.

AN ORDINANCE

ax Ordinance
or year ending
pril 30th-1925.

for the levy and assessment of taxes for corporate purposes of the city of DeKalb for the fiscal year of said City ending April 30th, 1925.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

Section 1. The sum of Ninety Thousand Nine Hundred Seventy and 55/100 Dollars, ($90,970.55), the same being that part of the total appropriations heretofore made for corporate purposes of the City of DeKalb, a municipal corporation of De Kalb County, Illinois, to be collected from the tax levy for the current fiscal year of said City, shall be and the same is hereby levied and assessed upon all real and personal property in said city subject to its municipal tax, as the same is assessed for state and county purposes for the current fiscal year of said City ending April 30th, 1925, the total amount of which has been ascertained by an ordinance passed by the City Council of said City, on the 1st day of July, 1924, and approved by the Mayor of said City, on the 1st day of July 1924 , and published in The DeKalb Daily Chronicle, a daily secular newspaper of general circulation published and circulated in said city for at least six months preceding the date of publication of said ordinance therein, on the 12th day of July, 1924, the amount of said appropriations being as follows:-

ppropriations--
rious accounts.

Salaries-City Officers	7,000.00	
Salaries and expense, City Council	1,500.00	
Fire Department Salaries and Maintenance	16,000.00	
Police Department Salaries and Maintenance	14,000.00	
Roads, Bridges, Streets and Alleys	8,000.00	
Sidewalks	1,500.00	
Water Works Maintenance	4,000.00	
Sewers and Drains Maintenance	2,000.00	
Water Works Pumping Account	15,000.00	
Street Lighting	12,000.00	
Maintenance Public Buildings	2,000.00	
Maintenance Rest Room	1,500.00	
Maintenance Health Department	1,500.00	
Maintenance Parks	2,000.00	
Election Expenses	1,400.00	
Maintenance City Court	500.00	
Incidentals	1,000.00	
Expense-Board of Local Improvements	1,000.00	
Extraordinary Repairs and Replacements	2,500.00	
Permanent Improvements:-		
Public Improvements-Special Assmt.	7,000.00	
Fire Department Equipment	5,000.00	
Police Department Equipment	1,500.00	
Extension Water Works	25,000.00	
Extension Sewers and Drains	2,000.00	
Extension Sidewalks	300.00	
Extension Street Lighting System	200.00	
		$135,400.00
Fireman's Pension Fund	$1,400.00	
Police Pension Fund	1,100.00	
Maintenance Public Hospital	11,500.00	
Garbage Disposal	4,600.00	
Maintenance Public Library	6,000.00	
Waterworks Extension Bonds of 1912 due 5/1/25	2,000.00	
Interest on Waterworks Extension Bonds 1912, due 5/1/25	720.00	
Public Hospital Bonds of 1916 due 3/1/25	2,000.00	
Interest on Public Hospital Bonds 1916, due 3/1 and 9/1/25	1,562.50	
Public Hospital Bonds of 1920 due 3/1/25	1,500.00	
Interest on Public Hospital Bonds, 1920, due 3/1 and 9/1/25	3,412.50	
Public Hospital Bonds of 1923, due 3/1/25	1,000.00	
Interest on Public Hospital Bonds, 1923, due 3/1 and 9/1/25	1,300.00	38,095.00
		$173,495.00

The remaining amount of said appropriations shall be filled and raised from moneys on hand and not otherwise appropriated and from other sources of revenue of said city, the said sum to levied and assessed being divided between said items of said appropriations as follows:

Salaries-City Officers	$3,000.00
Salaries and Expense City Council . . .	500.00
Fire Department Salaries and Maintenance	7,457.55
Police Department Salaries and Maint . .	7,000.00
Roads and Bridges- Streets and Alleys .	3,000.00
Sidewalks	800.00
Waterworks Maintenance	3,000.00
Waterworks Pumping	4,500.00
Sewers and Drains Maintenance	2,000.00
Street Lighting	4,000.00
Maintenance Public Buildings	1,000.00
Maintenance Health Department	500.00
Maintenance Parks.	500.00
Election Expense	300.00
Maintenance City Court	300.00
Maintenance Rest Room	500.00
Incidentals	1,000.00
Expenses Board of Local Improvements . .	800.00
Extraordinary Repairs and replacements .	800.00
Permanent Improvements:	
Fire Department Equipment .	800.00
Police Department Equipment	800.00
Extension Waterworks . . .	1,500.00
Extension Sewers and Drains	1,500.00
Extension Sidewalks . . .	300.00
Extension Street Lighting .	200.00
	$46,057.55

Fireman's Pension Fund	$1382.00	
Police Pension Fund	1036.00	
Public Benefits, Special Assmt. .	6900.00	
Maintenance Public Hospital . . .	11500.00	
Garbage Disposal	4600.00	
Maintenance Public Library . . .	6000.00	
Waterworks Extension Bonds, 1912, due 5/1/25	2000.00	
Interest on Waterworks Extension Bonds, 1912, due 5/1/25 .	720.00	
Public Hospital Bonds, 1916, due 3/1/25	2000.00	
Interest on Public Hospital Bonds 1916, due 3/1 and 9/1/25.	1562.50	
Public Hospital Bonds of 1920, due 3/1/25	1500.00	
Interest on Public Hospital Bonds, 1920, due 3/1/ and 9/1/25	3412.50	
Public Hospital Bonds of 1923, due 3/1/25	1000.00	
Interest on Public Hospital bonds 1923, due 3/1 and 9/125 .	1300.00	$44,913.00
		$ 90,970.55

Section 2. The City Clerk of said City is hereby directed to file with the County Clerk of DeKalb County, Illinois, on or before the third Tuesday of September, A D 1924, a copy of this ordinance duly certified by him under the corporate seal of said city, as provided by law.

Passed by the City Council of the City of DeKalb at a regular meeting held September 2nd, 1924, and approved by me, this 2nd day September, 1924.

J. J. Kingsley
MAYOR

ATTEST:
G. A. Blackman
CITY CLERK.

AN ORDINANCE

endment
Liquor
linance.

AMENDING Secion Three (3) of an ordinance entitled, "An Ordinance concerning intoxicating liquors," passed September 2nd, and approved September 3rd, 1924.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

Section 1. Section Three (3) of an ordinance of said city entitled "An Ordinance concerning intoxicating liquors," passed September 2nd, and approved September 3rd, 1924, shall be and the same is hereby amended by adding thereto and at the end thereof, the following:

"And provided, further, It shall not be a violation of this ordinance for any druggist or pharmacist to use any such intoxicating liquors, in the filling of prescriptions issued by any regularly licensed and practicing physician, or in the manufacture or compounding of any tinctures or other medicinal preparations sold by him in the course of his business, provided such prescriptions, tinctures or other medicinal preparations when so filled or compounded shall not be such as to produce intoxication."

Section 2. This ordinance shall take effect and be in force from and after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of De Kalb, at a regular meeting thereof on the 2nd day of December 1924, and approved by me, this 3rd day of December A. D. 1924.

J. J. Kingsley
MAYOR

ATTEST:
G. R. Blackman
CITY CLERK.

AN ORDINANCE

providing for the annual city election of April 1925, and for the annual city primary of March 1925, in and for the City of DeKalb, Illinois.

Election Ordinance March and April 19

Be It Ordained by the City Council of the City of DeKalb, in the County of De Kalb, in the State of Illinois:

Section 1. That at the annual city election to be held in and for said city, upon the 21st day of April A D 1925, the same being the third Tuesday of said month, there shall be elected a Mayor, City Clerk, City Treasurer, Police Magistrate, and one alderman for each of the five wards of said City.

The various polling places for said election, and the judges and clerks of election shall be as follows:-

Judges, Clerks and Polling places.

FIRST WARD

Judges:	Clerks:
E Carter	John Taylor
M Henaughan	Bert Holderness
F M Newcomb	A W Marvin

Polling Place-Elk's Garage-W Lincoln Highway.

SECOND WARD

Judges:	Clerks:
J G Lundberg	M Bentley
A J Donovan	Clara Hubbard
Myrtle Hyde	Mary Smith

Polling Place-Rest Room-North Third St.

THIRD WARD

Judges:	Clerks:
P Vanordstrand	Minnie Strem
Fred Bruggerman	Ethel Sever
Jean Larson	Elsie Minard

Polling Place: Finnish Hall-State St

FOURTH WARD

Judges:	Clerks:
George Bristow	Helen Darrah
F Larson, Jr.	Thelma Jouris
Alfred Anderson	Anna Jones

Polling Place-Bristow's Garage-South 7th St

FIFTH WARD

Judges:	Clerks:
M Hanrahan	Jas Dodge
J H Jarboe	Louis Carbaugh
John Blair	Mabel Blair

Polling Place-City Hall-South 2nd St

Section 2. The City Clerk of said City is hereby directed to give notice of said election, pursuant to the Statute in such case made and provided.

Section 3. The various polling places hereinbefore named, and the judges and clerks for the respective wards hereinbefore named shall constitute and they are hereby made, the polling places for the respective wards, and the judges and clerks for the respective wards for the annual city primary to be held in and for said city on Tuesday the 10th day of March, A. D. 1925, the same being the second Tuesday in said month.

Section 4. The City Clerk of said city is hereby directed to give notive of said primary, pursuant to the statute in such case made and provided.

Section 5. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of said City and approved by the Mayor thereof, this 3rd day of February, A. D. 1925.

J. J. Kruger
MAYOR

ATTEST:

G R Blackman
CITY CLERK.

To the Mayor and City Council of the City of De Kalb.

Girard Street a
Sixth Street Pa
Ordinance.

We herewith submit the draft of an ordinance for the improvement of the roadways of Girard Street; Sixth Street from Grove Street to Lincoln Highway, and Fifth Street on the easterly portion or side thereof from Girard Street to Lincoln Highway, and the intersecting alley wing on Girard Street between Sixth and Seventh Streets, in the City of De Kalb, together with an estimate of the cost of said improvement, as finally determined by this Board, and we recommend the passage of the said ordinance and the making of the improvement described therein.

Respectfully submitted,

J J Kingsley
President.

W P Hiland
M Biehl
Geo Hallaron
John Berglund
Wm. Waggett

Board of Local
Improvements of
the City of DeKalb,
Illinois.

AN ORDINANCE

providing for the improvement of Girard Street and portions of Fifth Street and Sixth Street in the City of De Kalb, by special assessment.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb and State of Illinois:

Section 1. That a local improvement be and the same is hereby directed to be made within the City of De Kalb, in the County of De Kalb and State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

Specifications.

The improvement of the roadways of Girard Street; Sixth Street from Grove Street to Lincoln Highway, and Fifth Street on the easterly portion or side thereof from Girard Street to Lincoln Highway, and the intersecting alley wing on Girard Street between Sixth Street and Seventh Street, including adjustment or reconstruction of the curbing, paving and drainage of abutting paved street intersections, by grading,

paving and draining, adjustment of sewer manholes to grade, draining by the construction of suburban style cast iron storm water inlets on concrete and not exceeding 6 feet average depth, and connecting same to storm water drains by means of 8 inch vitrified sewer pipe, constructing similar manholes with cast iron covers over gate valves on water mains within paved area, necessary adjustment and construction of 4 inch concrete walks, not less than 4 feet 8 inches wide at street intersections to conform to new curb grades and existing walks, and paving with steel reinforced concrete pavement 7 inches thick, with concrete combined curb and gutter or concrete gutter at edges of main pavement slab, with curb 4 inches high, 5 inches wide on top and sloping down on face side of curb to gutter surface at an angle of 45 degrees, gutter 24 inches wide and 7 inches average depth, in section 6 feet long with ½ inch bitumen fibre matrix expansion jounts in curb and gutter not more than 40 feet apart, with curb portion omitted in curb and gutter area on North side of Girard Street and East side of Fifth Street, with curb corners at alley wing rounded at the edge of the curbing on a radius of 6 feet and at street intersections on a radius of 16 feet and the main pavement paved of the following widths, including curb and gutter: on Girard Street, 29 feet; on Sixth Street between Grove Street and Girard Street, 25 feet; on Sixth Street, between Girard Street and Lincoln Highway, 46 feet. On the East side of Fifth Street the concrete gutter shall replace the existing curb and gutter at the same location between Girard Street and Lincoln Highway with a 7 inch concrete pavement wing, 10½ feet wide adjoining on the easterly side thereof. On Girard Street between Fifth Street and Sixth Street, a 7 inch concrete pavement wing 11 feet wide shall be constructed adjoining the northerly concrete gutter area in Girard Street, and on Girard Street between Sixth Street and Seventh Street, a 7 inch concrete pavement wing 11.3 feet wide shall be constructed adjoining the northerly concrete gutter area in Girard Street, alley wing 18 feet wide. The center line of the main pavement between curb and gutter lines on Sixth Street shall coincide with the center line of Sixth Street, and the southerly parkway edge of the curbing for the pavement on Girard Street shall be on a line parallel to and 115.5 feet Southerly from the Southerly line of Lincoln Highway. All pavement to be built in sections not exceeding 40 feet in length with 1/2 inch bitumen fibre matrix expansion joints between sections and uniformly reinforced with steel wire mesh reinforcing fabric weighing not less than 40 pounds per hundred square feet and placed in the concrete 2½ inches below the top surface thereof; with soft steel protective plates 3/16 x 2½ inches placed in the concrete and firmly anchored thereto at exposed street edges of pavement; all concrete to be made by the thorough mixture of one part of No. 1 Portland cement, 2 parts of clean sharp sand and three and one-half parts of clean hard gravel moistened to the proper consistency for best concrete work.

ecifications
d terms.

WORDS, PHRASES AND ABBREVIATIONS, when hereinafter mentioned, shall be construed as follows:

CITY, shall mean the City of De Kalb, BOARD, shall mean the Board of Local Improvements of the City of De Kalb; ENGINEER, shall mean the Engineer employed by the Board on this improvement. CONTRACTOR, shall mean the person, firm or corporation to whom the construction work or any part thereof shall be awarded. CITY DATUM, shall mean that horizontal plane heretofore fixed and established by the ordinance of the city as a basis for the calculation of elevations and grades in the city and is 100 feet below the top of the stone door step at the main entrance to the City Hall in said city.

ELEVATION, shall mean the vertical heighth above city datum. CURB LINE, shall mean the edge of the curbing adjoining the parkways and nearest to the street lines, GUTTER LINE, shall mean the line of the concrete gutter adjoining the concrete pavement. WALK LINE, shall mean the edge of the sidewalk farthest from the center of the street.

EDGE OF PAVEMENT, shall mean the side lines of the pavement adjoining gutter lines, or other lines as may be herein prescribed. CROWN, shall mean the convex top surface of the pavement curved along the arc of a parabola extending from edge to edge of pavement.

CROWN HEIGHTH, shall mean the vertical distance from a straight line passing through the top surface of the pavement at the edges thereof measured upwards to the top surface at a point midway between said edges.

CENTER LINE OF PAVEMENT, on any street, shall mean a line equidistant between parallel curb lines or edges of the concrete pavement and continued across intersecting streets on the lines herein described.

PARKWAYS, shall mean those portions of the streets between curb lines and sidewalks, or between curb lines and street lines where no sidewalks exist. INVERT, shall mean the lowest inside surface of drain or sewer pipe when laid in place. SEWER LINE, shall mean the center line of the inside diameter of the same. Abbreviations shall be as follows: St. for Street; Ave. for Avenue; N. for North; E. for East; S. for South; W. for West; NE. for North East; NW. for North West; SW. for South West; SE. for South East; Ft. for feet.

CENTER LINES: the center line of the pavement on Sixth Street shall be on the center line of said street. The center line of the main pavement on Girard Street shall be on a line parallel to and 101 feet Southerly from the Southerly line of Lincoln Highway.

CURB LINES: Concrete curb and gutter shall be laid on each side of Sixth Street with curb lines parallel to the center line of the pavement and 12½ feet therefrom between Girard Street and Grove Street, and 23 feet therefrom between Girard Street and Lincoln Highway. Concrete curb and gutter shall be laid on the Southerly portion and concrete gutter on the Northerly portion of Girard Street with the outer or curb line edges of the same 14½ feet from the center line of the main pavement. Concrete gutter shall be laid on the Easterly portion of Fifth Street with the outer or curb line edge 12½ feet distant from and parallel to the center line of Fifth Street. At street intersections the curb and gutter corners shall be rounded on a curb line radius of 16 feet and at the alley wing on a curb line radius of 6 feet. The curved curb lines (outer lines of concrete gutter where curbing is omitted) shall be tangent to straight curb lines and edges of alley pavement at the proper points as determined by the above radii.

PAVEMENT WINGS: Along and adjoining the outer or curb line edges of the concrete gutter on Fifth Street and Girard Street, concrete pavement wings, 7 inches thick shall be constructed and of the following widths: on Fifth Street, 10½ feet; on Girard Street between Fifth Street and Sixth Street, 11 feet; and on Girard Street between Sixth Street and Seventh Street, 11.3 feet.

The pavement wings shall be built in all respects similar to the concrete pavement on the main portion of the streets herein improved but the surface shall have no crown and shall slope uniformly downward toward the concrete gutters from the elevations herein established along the edges of said wings. At the corners at Fifth Street and Sixth Street the edges shall be rounded on a radius of 10 feet to meet the edges of intersecting wings or curb line edges of curb and gutter at the proper points of tangency.

ALLEY PAVING: At the alley intersection on the South side of Girard Street, between Sixth Street and Seventh Street, the parkway edges of the alley pavement shall be 9 feet distant from and parallel to the center line of the alley produced toward the center line of the street pavement from the South walk line of Girard Street to points 6 feet distant from the straight curb lines thereon with the pavement surface on the center line of the alley 2 inches below the surface at the edges and from thence on each side of the alley pavement the curved concrete curb and gutter shall begin and extend toward the street pavement on a curb line curve with a radius of 6 feet. The gutter line shall extend directly toward the center of the alley wing on grade and line with the straight gutter to points 8½ feet from the center line of the alley where it shall be returned, parallel thereto, to the alley pavement, the surface of the gutter portion gradually sloping from the grade of the gutter surface of the street pavement to the surface of the alley pavement above provided for. The remaining straight curb and

gutter space across the alley wing shall be covered with a concrete gutter laid on the regular street gutter grade and the space between the same and the 14 foot alley pavement slab to the rear shall be paved with reinforced concrete. The entire alley pavement wing shall be built in one section of 7 inch reinforced concrete pavement in all respects similar to the street pavement.

CURBING OMITTED: At all private driveways or where requested by the owners of abutting lots, for private driveways and along the North curb line on Girard Street, the upper 2½ inches of the curb portion of the curb and gutter shall be omitted, and along the East curb line on Fifth Street the upper 3 inches of the curb portion of the curb and gutter shall be omitted and the surface shall uniformly descend from such elevations at the curb line to the lowest portion of the gutter surface at such places as hereinafter described.

GRADE: The grade of the upper surface of the curbing at the curb lines and of the lowest portion of the gutter surface in the gutter area shall be at the elevations in feet and hundredths thereof immediately following the locations hereinafter described, SC. before elevation figures denoting South curb, EC. denoting East curb; WC. denoting West curb; NG. denoting North gutter; EG. denoting East gutter; WG. denoting West gutter.

On Girard Street at the westerly line of Seventh Street, NG 104.90, SC 105.30. At the following points in feet westerly from the westerly line of Seventh Street: 325 feet (Sixth Street) NG 102.30, SC 102.75, 403 feet, (Sixth Street) NG 101.80, SC 102.10; 550 feet, NG 100.60, SC 100.90; 600 feet, NG 100.10, SC 100.40; 650 feet, NG 99.50, SC 99.80; 700 feet, NG 98.75, SC 99.00: 728 feet, NG 98.30, SC 98.55.

On Sixth Street at the northerly line of Grove Street EC 104.25, WC 104.00; 199 feet (Girard Street) EC 102.75, WC 102.35: 260 feet (Girard Street) EC 102.45, EG 102.10, WC 102.33, WG 102.00; 280 feet EC 102.33, WC 102.23; 331.5 feet EC 102.60, WC 102.40, WG 102.20.

On Fifth Street at the southerly line of Lincoln Highway, EG 98.75; at a point 71 feet southerly therefrom 98.00. The grade of the upper surface of the pavement wings along the outer edges thereof shall be at the elevations in feet and hundredths thereof immediately following the locations hereinafter described:

On Girard Street at westerly line of Seventh Street 105.30; on Girard Street at easterly line of Sixth Street 102.78. On Girard Street at the westerly line of Sixth Street 102.35; at the following points in feet westerly from the said westerly line of Sixth Street: 50 feet, 101.86; 200 feet, 100.54; 250 feet 100.00; 300 feet 99.35; 330 feet 98.90. On Fifth Street at the southerly line of Lincoln Highway 99.30; at a point 71 feet southerly therefrom 98.70.

At the center of the curved curbing or gutter at the intersection of Girard Street and Sixth Street the elevations of the curb or gutter shall be as follows: NE gutter corner 102.15, NW gutter corner 101.90, SW curb corner 102.25, SE curb corner 102.68. At the center of the curved gutter at the Northeast gutter corner of Fifth Street and Girard Street 97.90.

Designation of intersecting streets in brackets as shown in the grade lists above shall indicate that the straight or parallel curbing or gutter becomes tangent to the curved curbing or gutter at the street intersections at the points designated before the brackets and the grade of the curbing shall be uniform from such points to the center of the curved curbing at the elevations above given. The top surface of the curbing shall extend along the curb lines between the various points of elevation and distances above given on uniform ascents or descents as the case may be.

At the alley intersection, the grade of the top of the curved curbing and the upper parkway edge of the alley pavement shall uniformly extend from the top of the straight street curginb at the points of tangency with the alley curved

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curbing of six foot curb line radius along the top of said curved curbing to its terminus 6 feet distant from the straight street curb line and from thence along the upper parkway edge of the surface of the alley pavement to the grade of the surface of the sidewalk on the walk line of the street.

CROWN: A transverse section of the finished pavement surface shall have a crown heighth equal to 1-84 of the pavement width between gutter lines. At Girard Street and Sixth Street the grade of the pavement surface along the center lines of the pavement on said streets shall uniformly approach the grade of the point of intersection of the center lines from crown heights as above determined at the side lines of the street intersections at the following elevation at said point of intersection: 102.5 feet. The pavement surface at street intersections shall be crowned to conform to the center line and gutter line elevations as the same shall be determined from the elevations herein given. The gutter surface of the concrete gutter shall conform to the inclination produced by the crown of the pavement at the gutter line.

CONCRETE AND MORTAR: All concrete, mortar, materials and work in connection therewith shall be in accordance with "Detailed Specifications Relating to Materials and Construction" hereto attached and specifically made a part hereof and marked "Exhibit A".

CONCRETE CURB AND GUTTER: Along the curb and gutter lines at the locations and grades herein given, concrete combined curb and gutter or concrete gutter shall be constructed. The sub grade of the curb and gutter shall be prepared by such excavating or filling, as shall be necessary to bring the sub grade when completed to a firm and uniform surface 11 inches below the upper surface of the curb when constructed on the lines and at the grades herein established and provided. In preparing the sub grade, all necessary filling shall be made from earth of suitable quality, free from animal or vegetable matter, thoroughtly compacted so as to produce a firm, solid and unyielding surface. In excavating, the earth below the surface of the sub grade shall not be disturbed but shall be brought to a uniform, solid and unyielding sub grade by hand tools. Upon the sub grade thus prepared the concrete combined curb and gutter, or gutter, shall be built of the materials and in the manner hereinafter provided. Except as otherwise provided the curb and gutter dimensions shall be as follows: The parkway side of the concrete curb and gutter shall be vertical and 11 inches high, the lower gutter part being 7 inches high and the upper curb part being 4 inches high. The top of the curb shall be 5 inches wide from the curb line and slope down from thence on the face side of the curb at an angle of 45 degrees toward the gutter to a point 3½ inches below the top of the curb and from thence the surface shall gradually slope toward the lowest part of the gutter surface at a point 4 inches below the top of the curb and 16 inches from the curb line, and from thence the gutter surface shall gradually rise to the gutter line 24 inches from the curb line and 3½ inches below the top of the curb. The base of the gutter at the sub grade shall be 7 inches below the lowest part of the gutter surface and shall be level transversely to the curb and gutter lines. The upper roadway edge of the curb and the lower gutter corner on the 45 degree slope shall be rounded to a circular arc of 2½ inch radius. The upper edge of the curb on the curb line and the upper edge of the gutter on the gutter line and the joints between all sections shall be rounded with an edging tool having a 1/4 inch radius.

At sidewalk crossings, when the drainage of the gutter into storm water inlets will permit, the gutter surface shall be raised 2 inches above the gutter surface above prescribed and gradually merge with the prescribed gutter surface 5 feet from the sidewalk crossings. The curbing shall be depressed one inch from the prescribed grades across said crossings and the inclination of the gutter surface shall be a gradual descent from the elevation at the curb line to the lowest portion of the gutter surface.

Forms for the curb and gutter, dimensioned to produce the shape and size above provided, at the elevations and grades herein specified, shall be securely placed upon the sub grade and well moistened before the concrete is placed. Expansion joints shall be placed vertically in the curb and gutter not exceeding 40 feet apart and in line with the pavement expansion joints. The joint filler shall be 1/2 inch thick and of the same material

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as herein specified for the expansion joints in the concrete pavement. The joint filler shall extend through the entire section of the curb and gutter and be flush with the exposed surface of the same. The curb and gutter shall be constructed of concrete, as herein specified, between such joints in sections not more than 6 feet long separated by means of 1/8 inch metal division plates exactly conforming to the cross section of the curb and gutter, well oiled and installed in the forms before the concrete is placed, and maintained at right angles to the surface and perpendicular to the curb lines, and withdrawn when the concrete has hardened sufficiently to keep the edges from joining. Rod reinforcement shall be provided at alley curb and gutter corner sections by placing a deformed steel rod weighing not less than one pound per lineal foot and 5½ feet long in the concrete gutter portion parallel to the center line of the alley pavement; and 3 inches from the edges and top surface of the gutter flag where the same adjoins the alley pavement slab.

The surface of the curb and gutter sub grade shall be wet but show no pools of water when the concrete is placed. When mixed as herein provided the concrete shall be placed at once in the forms filling both the gutter flag and curb with material of proper consistency. The concrete shall be tamped and spaded until a thin mortar coat is against the forms and no coarse aggregate shall appear when the forms are removed. The exposed concrete portion of the curb and gutter shall be so formed that a finishing coat of mortar not exceeding 1/8 inch in thickness can be spread upon the exposed concrete to bring the curb and gutter surface to the required form and dimensions. The mortar coat shall be applied before the concrete has begun to harden and it shall be made smooth and uniform by floating and troweling. When sufficiently hardened, the curb and gutter face shall be carefully brushed with a calcimine brush dipped in water and shaken. After the last belting has been performed in finishing the concrete pavement the curb and gutter surface adjoining shall be swept clean and clear of all mortar and slush and left in the same neat condition as when first finished as above.

The curb and gutter shall be kept wet after being laid until the forms are removed and earth banked against the parkway side for a width of not less than 2 feet and thoroughly soaked in water. The exposed surface shall then be carefully sprinkeled with a solution of calcium chloride to cover all porions thereof applied at the rate of 3 pounds of 73% to 75% calcium chloride per square yard of exposed surface. The earth back of the curb shall be kept thoroughly moistened for 7 days. The concrete shall be protected from all damage by canvas covers, barricades, red lights at night or such other means as may be necessary and safe crossings provided for pedestrians at street crossings.

CONCRETE WALKS: Along the curb lines at street intersections where the grade of the curbing required the reconstruction of sidewalks or readjustment of existing concrete walks to conform to curb grades, new concrete walks shall be built or existing concrete walks adjusted as may be necessary. All new walks built shall be 4 inches thick and conform in line and width with adjacent walks but shall be not less than 4 feet 8 inches wide.

The concrete for new concrete sidewalks shall be laid on a sub grade thoroughly compacted and smooth, in suitable forms set to the walk line and grade with joints 5 feet apart, with a space of one inch left between the walk and the curb which shall be filled with earth loam free from gravel or sand. The concrete, while wet, shall be tamped and worked until the finer aggregates are brought to the surface and the surface trowelled and finished with a wooden float in a workmanlike manner at the proper time, with edges and joints neatly rounded on a ¼ inch radius. The surface of the walk shall fit flush with the top of the curbing and meet the surface of existing walks at walk line corners flush with said walks. All surplus excavation and material shall be removed. The finished surface within 24 hours after completion shall be covered with a solution of calcium chloride as herein specified for pavement work.

ADJUSTMENT OF EXISTING CONCRETE WALKS: Where concrete sidewalks can be brought to the required grade at street intersections by adjustment, the same shall be done by elevating or depressing the surface to conform to the grade by excavating and filling as may be necessary, filling the space around the edges and for at least 6 inches therefrom under the walk with sand, thoroughly compacted and rammed into place.

STORM WATER INLETS: For the purpose of removing surface water, storm water inlets shall be located in the curb and gutter area as follows: On Girard Street in the southerly curb and gutter area 6 feet east of the east line of Sixth Street and on Sixth Street in the curb and gutter areas on both sides thereof 188 feet, and 280 feet northerly from the northerly line of Grove Street.

GATE VALVE MANHOLES: Around and above each gate valve on the water mains of said city, manholes shall also be built. All manholes shall be of an internal diameter of 3 feet with 6 inch thickness of vertical concrete walls and base. The vertical walls shall be reinforced with circular mesh steel wire fabric reinforcing placed in the center of the concrete wall and weighing 40 pounds per 100 square feet of mesh with ends of mesh overlapped 6 inches in the concrete. The walls shall rest on a 6 inch concrete base 4 feet in diameter. All connections of inlet or outlet pipe shall be carefully made through the manhole walls in a workmanlike manner. The upper 12 inches of the manhole wall shall be gradually drawn in from 3 feet to 2 feet inside diameter by use of vitrified paving brick laid in cement mortar. The paving brick shall be taken from sidewalks removed in the course of paving or from the city yard as furnished by the city and shall be sound and serviceable and laid in a workmanlike manner in successive courses to a grade below the surface of the pavement or gutter sufficient to allow for installation and setting of the cast iron top frame flush with the surface of the improvement, on a mortar bed on said manhole wall. Around gate valves the manholes shall be constructed similar to the sewer manholes except that the surface of the concrete base shall be 6 inches below the valve and laid flat with a 4 inch circular vertical opening to allow for drainage and seepage into the earth below. Manholes shall be of six feet average depth. Beginning 2 feet from the bottom and thence 16 inches apart, vertically cast iron steps shall be placed horizontally in each manhole, made in the form of a straight piece of cast iron 36 inches long and 3/4 inch in diameter with ends extended through the wall forming a chord with the inner diameter of the manhole with a middle ordinate of 4 inches from step to wall.

Each manhole at gate valves shall be fitted with a cast iron rim and cover wrighing not less than 350 pounds, cylindrical in form, base diameter 36 inches; base opening diameter 24 inches or more; top opening diameter 23 inches; height over all 9 inches with solid lid. The lid shall fit in proper contract with the rim shoulder rest without lifting when traffic passes over it. The manholes shall be of the general shape and form of Standard No. 20 of the product of the Neenah Foundry Co. of Neenah, Wisconsin, with $1\frac{1}{2}$ inch semi-circular opening at edge of rim to allow for opening. All cast iron rims and covers of all fixtures shall be set on a mortar base on the manhole wall with sufficient mortar to bring the top surface of the rim flush with the pavement or gutter surface with the inside of the mortar joint neatly pointed and smoothed.

Each manhole at storm water inlets shall be provided with a cast iron inlet of not less than the following dimensions: diameter of base 36 inches, frame width, 24 inches; length 24 inches; heighth of frame at curb box 6 inches, at gutter line 7 inches; size of grate 16 x 20 inches, thickness 2 inches; curb box width 6 inches, and heighth adjustable from 5 to 7 inches. The weight of the cast iron inlets shall be not less than 350 pounds and conform to the general shape and plan of the No. 8 form, manufactured by the Neenah Foundry Co. of

Neenah, Wisconsin, subject to examination and approval of manufacturers design by the engineer. All castings for inlets and manholes shall consist of first quality cast iron ~~xx~~ remelted without admixture of cinder iron or other inferior metal,, free from uncombined carbon, blow holes, sand holes, blisters or other imperfections. All castings shall be dipped in coal tar pitch varnish to which sufficient oil has been added to make a smooth coating.

The inlet when set in place shall be flush with the concrete gutter surface adjoining, depressed sufficiently below the general gutter surface to allwo for not less than a 5 inch curb box exposure. The face of the concrete curb shall be neatly rounded and warped at the curb box to fit the same flush on each side thereof, and the top of the curb and inlet box shall be on the curb grade as specified.

ADJUSTMENT OF MANHOLE COVERS: All cast iron covers of existing manholes or fixtures of like nature shall be set to the grade of the pavement or gutter. The brick walls of the manholes shall be cut off, rebuilt, or added to, as the case may be to bring the manhole covers to the required grade. Brock required for new or additional manhole walls shall be hard burned, sound and laid with full mortar joints to the same thickness as the old walls.

SEWER PIPE DRAINS: Eight inch sewer pipe drains shall be laid connecting the manholes at the storm water inlets with the main storm water sewer. The sewer pipe shall be laid through the manhole wall with the invert 3 feet below the gutter surface and descending on a direct grade to the invert of the storm water sewer nearest thereto, the average depth not exceeding 4 feet for said drains.

Sewer pipes shall have a shell thickness of 1/12 of the size of pipe and be thoroughly vitrified, free from all imperfections and without flanged ends. All sewer pipe shall be truly cylindrical, smooth and round and not less than 2 feet in length. They shall be laid in a trench with the inverts on uniform slopes between the various points of elevation herein given, and the center lines of the pipe shall coincide with the sewer lines herein established. The pipe shall be laid truly to line and grade without excavating below the required depth. The trench for the sewer pipe laid under the pavement shall be back filled to equal compactness with adjoining earth by tamping or flooding with water or both as may be necessary to secure a solid, unyielding sub grade for the pavement. The remaining trenches shall be refilled, flooded and compacted and the earth neatly rounded on the surface over the trench. All excess excavated material along the pavement parkways shall be removed.

RECONSTRUCTION OF ABUTTING PAVEMENT: At Lincoln Highway and Fifth Street, where the line and grade of the existing pavement and the curbing does not join with the lines and grades herein provided, the curbing shall be removed and new concrete curb and gutter constructed to the lines and grades herein provided and with curb corners rounded on a curb line radius of 10 feet, tangent to the curb lines and on grade with the existing curbing on Lincoln Highway and Fifth Street. The brick pavement surface adjoining shall be relaid to conform to the required grade on a 2 inch sand cushion properly compacted and smoothly struck off, the brick surface evenly and firmly compacted, the joints filled with fine sand and a 1/4 inch layer of sand left on the surface. All necessary excavation shall be made to provide for the reconstruction of the curb corners as above provided and the surplus earth removed from the same, as herein provided for grading work.

GRADING AND PAVING: The area between the gutter lines when located and constructed as herein provided, and between the parkway edges of the alley pavement, and between all other lines wherein pavement has herein been specified, shall be graded and paved as herein provided. Grading shall include all cuts, fills, preparing and compacting sub-grade, moving of excess earth and road material above the sub-grade of the pavement and curb and gutter, and removing all excess earth or other material on parkway slopes within 3 feet of the

curb lines. It shall be paid for in solid excavation only, by the cubic yard as determined by the engineer from grades and elevations as established herein. All excess excavated material not required to bring the sub-grade and parkways to the required elevations shall be deposited without charge upon lots adjoining or assessed for the improvement, below grade with the consent of the owner. Any excess of excavated material not required for filling the said lots shall be disposed of as directed by the committee on streets of the City Council..The average round trip free haul of all excavated material shall not exceed 2,000 feet. In cuts no excavations shall be made below the surface of the finished sub-grade. Along the parkway areas below curb gradws the surface shall be brought to a uniform surface level transversely with the top of the curbing to the adjacent street lines or in a uniform plane to the top of the sidewalk adjoining where the same exists. Where the parkways are above the top of the curbs adjoining, the surface shall be graded from the top of the curb back for a distance of 3 feet to meet the existing parkway surface. At street intersections the entire parkway space between cross walks and the curbing shall be so graded. Where parkway grading is required, the surface shall be neatly leveled and smoothed to an even, uniform surface as directed by the engineer.

SUB GRADE: The sub-grade is herein defined as the surface immediately below the pavement or curb and gutter brought to an elevation that will permit the construction of the pavement and curb and gutter of the vertical dimensions, and to the elevations, grades and crown herein provided. It shall be made uniform, solid and unyielding by thorough rolling with a 10 ton roller. All portions inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than 50 pounds, the face of which shall not exceed 100 square inches in area. Soft, spongy unyielding spots shall be entirely removed and refilled with firm material properly compacted.

PAVEMENT SECTION: The sub-grade for the pavement shall be covered immediately after thoroughly sprinkling with water, with a steel reinforced concrete pavement 7 inches thick or deep, unless otherwise herein specifically provided to be paved. Said pavement shall then be constructed as more particularly specified in the detailed specifications, hereto attached and specifically made a part hereof.

Section 2. The entire improvement provided for in this ordinance shall be constructed under the superintendence and to the satisfaction of the Board of Local Improvements of the said City of De Kalb. All of the material used shall be of the best quality, of a kind especially suited and adapted for the purpose for which it is to be used, and all necessary labor shall be performed in a workmanlike manner.

Section 3. That the Recommendation of the Board of Local Improvements of the City of De Kalb for the passage of this ordinance and the construction of said improvement, and the Estimate of Cost of said improvement made by J J Kingsley President and W M Hay, Engineer of the Board of Local Improvements of the City of De Kalb, and on this 3rd day of February, 1925, presented to the City Council of this City, together with a draft of this ordinance, by said Board of Local Improvements, shall be, and the same are hereby approved.

Section 4. That said improvement shall be made and the total cost and expense thereof including the sum of $699.00 to be applied toward the costs of engineering and inspection, and including the sum of $839.00 to be applied toward the payment of the expense of making, levying and collecting the special assessments herein provided for and other lawful expenses, exclusive of engineering and inspection aforesaid, as specified in section 94 of an Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," approved June 14th, 1897, and all amendments thereof shall be raised and paid by special assessment in accordance with the provisions of said Act of the General Assembly of the State of Illinois, entitled, "An Act Concern-

ing Local Improvements," approved June 14th, 1897, and all amendments thereof; and that said sum of $699.00 shall be applied toward the Costs of Engineering and Inspection connected with the above mentioned local improvement, and said sum of $839.00 shall be applied toward the expense of making, levying and collecting the special assessment herein provided for and other lawful expenses, exclusive of engineering and inspection, as specified in section 94 aforesaid and all amendments thereof of said Act of the General Assembly of the State of Illinois aforesaid.

Section 5. That the City Attorney of the said City be, and he is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of De Kalb, praying that the necessary steps may be taken to levy a special assessment for said improvement in accordance with the provisions in this ordinance and said Act of said General Assembly aforesaid and all amendments thereof.

Section 6. All ordinances or parts of ordinance in conflict with the provisions of this ordinance are hereby repealed.

Section 7. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council on the 3rd day of February 1925, and approved by the Mayor on the 3rd day of February, 1925.

J J Kingsley
MAYOR

ATTEST:

G R Blackman
CITY CLERK.

DETAILED SPECIFICATIONS RELATING TO MATERIALS AND CONSTRUCTION:

Detailed requi ments for Gira Street Paving.

CONCRETE AND MORTAR DEFINED: Concrete for all purposes used or mentioned shall be composed, by volume, of one part of Portland cement 2 parts of sand and 3½ parts og gravel, thoroughly mixed and mointened with water to the proper consistency for best concrete work for the purpose used.

Mortar shall be composed, by volume, of one part of Portland cement to 2 parts of sand, thoroughly mixed and moistened with water to a consistency which shall not contain more than 5% more water than that required for maximum strength.

REQUIREMENTS OF MATERIALS:

CEMENT: The cement shall be a true Portland cement of No. 1 quality. It shall meet the specifications and tests for Portland cement adopted by the American Society for Testing Materials in 1916 and all amendments thereto, a copy of which specifications has been placed on file with the City Clerk and which is incorporated herein by reference as fully as if copied herein.

SAND: All sand must be washed, free from oil or organic matter and contain not more than 2% by volume of fine clay, silt or loam. Not less than 95% by weight of the sand shall pass a sieve having 4 meshes per lineal inch; at least 50% but not more than 80% by weight shall be retained on a sieve having 30 meshes per lineal inch; not less than 75% by weight shall be retained on a sieve having 50 meshes per lineal inch and not less than 95% by weight shall be retained on a sieve having 100 meshes per lineal inch. Mortar briquettes made of one part cement and 3 parts of sand shall attain a minimum tensile strength equal to a greater than 95% of the strength of mortar briquettes made from Ottawa sand in the same proportions and at equal periods of setting.

GRAVEL: Gravel shall be washed and consist of clean, hard, tough water worn pebbles or crushed boulders or both, free from oil or organic matter. In combination with sand for concrete not more than 2% of the total aggregate by volume shall consist of fine clay, silt or loam. For pavement concrete all gravel shall pass a 2½ inch ring, not less than 20% nor more than 40% by weight shall be retained on a 1½ inch mesh sieve, not less than 50% by weight shall be retained on a 1 inch mesh sieve, and not more than 5% by weight shall pass a sieve having 4 meshes per lineal inch. For all other concrete construction all gravel pebbles shall pass a one inch mesh sieve.

FINENESS MODULUS: The Fineness modulus of sand, gravel or both in combination shall be determined by sieve analysis using sieves of the following standard sizes: 100, 50, 30, 16, 8 and 4 meshes per lineal inch and 3/8 inch 3/4 inch and 1½ inch. The sum of the percentages of the weight of the total material screened that shall be retained on each of the respective sizes of the said sieves divided by 100 shall be the fineness modulus of the material. For sand the fineness modulus shall be not less than 2.60 nor more than 3.20. For gravel for concrete pavement the fineness modulus shall be not less than 7.60 nor more than 8.30. Sand and gravel in combination for concrete pavement shall be so graded in sized of pebbles that the fineness modulus of the same shall be not less than 6.20 nor more than 6.40. For other concrete construction the combination sand and gravel fineness modulus shall be not less than 5.40 nor more than 5.60.

WATER: Water shall be clean, free from oil, acid, alkali or organic matter. The amount of water to be used for concrete shall not be less than 5.8 gallons nor more than 6 gallons per sack of cement of 94 pounds weight including water already in the sand and gravel when all materials are ready to be mixed for concrete. Water shall be furnished by the City from the city water mains under such regulations as the city by its proper officials may prescribe.

PROPORTIONS: In combination with sand and gravel by volume one sack of cement shall be considered as equal to one cubic foot--when combined with cement and water and maintained within the fineness modulus limits above provided a cubic yard of concrete in place shall contain not less than 6 sacks of cement or 110 pounds per sqyare yard of concrete 7 inches in thickness.

MIXING: For concrete pavement. The materials shall be combined in the ratios and proportions above specified and mixed in a batch mixer of at least four sack capacity, provided with accurate timing and water measuring devices and irrespective of the size of batch or rate of speed of the drum, mixing shall continue after all materials are in the mixer drum for 1 1/4

minutes. The drum shall be completely emptied before receiving material for the succeeding batch. The drum shall revolve at the rate of speed specified by the manufacturer for the particular mixer used, but it shall not revolve less than 14 nor more than 20 revolutions per minute. The volume of mixed material used per batch shall not exceed the manufacturers rated capacity of the drum. For other concrete work a mixer of smaller capacity approved by the engineer shall be permitted but with operating equipment that will produce a thorough mixture of the materials as above specified for the larger mixer.

CONSISTENCY OF CONCRETE: Concrete after mixing shall have a slump of not less than 8% nor more than 20% whena slump test is made in the following manner: The test tube, in making the test shall have an inside diameter of 8 inches at the base and four inches at the top and a heighth of 12 inches. The mixed concrete shall be placed in 4 layers in the tapered tube, each layer thoroughly settled by working with a pointed rod until the concrete is flush with the top of the tube. The test tube shall then be carefully lifted allowing the concrete to settle or slump. After the concrete has set one minute its heighth shall be measured and the percentage of slump from the orginal heighth of 12 inches determined.

RETEMPERING: Retempering of mortar or concrete partially hardened, that is, remixing with or without additional materials or water shall not be permitted. Concrete materials mixed but not placed in excess of 45 minutes shall be wasted. When mixing is so interrupted, all material placed in the concrete pavement area in excess of completed sections shall l likewise be wasted.

TEMPERATURE: No concrete shall be placed when the temperature is below 35 degrees Fahrenheit unless suitable precautions, approved by the engineer, are taken to prevent freezing.

Detailed construction requirements for Girard Street Paving.

DETAILED SPECIFICATIONS FOR CONCRETE PAVEMENT CONSTRUCTION.

EXPANSION JOINTS: Transverse expansion joints one-half inch in width shall be placed across the pavement from edge to edge, perpendicular to the center line therof and not more than 40 feet apart. At intersecting streets the joints shall be so laid out that the direction of traffic shall be as nearly as possible at right angles thereto. All expansion joints shall be truly vertical and extend throught the entire thickness of the pavement. All metal manhole or storm water inlet castings and other fixed objects in the pavement area, shall be completely separated from the concrete by joint filler.

EXPANSION JOINT FILLER: Joint filler shall be one-half inch in thickness and shall consist of suitable bituminous material that will not become soft in hot weather nor hard and brittle in cold weather, reinforced on each side with a layer of high-grade saturated felt and furnished in prepared strips. The sidth or depth of said strips shall be not less than one inch greater than the thickness of the finished concrete and when installed the surplus shall project above the concrete surface and shall be cut off not less than 24 hours after the concrete has been placed to a uniform heighth of three-eighths inch above the finished concrete surface. All joint filler shall be securely held to its proper position and alignment during construction. All space below and for one inch up from the bottom on one side of the filler shall be packed with solid earth 3 inches wide at the sub grade and tapering to a point at the filler at the above elevation. The concrete shall be tamped along both side of the joint filler with a combination curb tamper and the filler shall be so anchored to the sub grade that there will be no lifting of the filler when the header board or plate adjoining the filler is removed.

PROTECTION PLATES: The upper edges of all concrete at the end of all unprotected and unpaved street returns, shall be protected with single, soft steel protection plates. The upper edge of the plate shall be even with the adjoining surface of the concrete and conform to the pavement crown and shall be not less than two and one-half inches in depth and not less than 3/16 inch in average thickness. The plates shall be of such form as to provide for rigid anchorage to the concrete with anchors and plate formed of the same section of metal.

FABRIC REINFORCING: The concrete pavement shall be uniformly reinforced with steel wire mesh fabric weighing not less than forty pounds per hundred square feet. The spacing of main members of the fabric shall not exceed six inches and the spacing of the ties, or secondary members of the fabric, shall not exceed twelve inches.

Reinforcing fabric shall be placed 2½ inches below the finished surface of the pavement and shall be laid with the main members perpendicular to the center line of the pavement and shall extend across the full width of pavement to within three inches of the edges and all joints, but shall not cross the joints. Adjacent widths of fabric shall be lapped not less than four inches when the lap is made perpendicular to the center line of the pavement, and not less than one foot when the lap is made parallel to the center line of the pavement. The fabric shall be cut to the length specified and shall be rolled or otherwise made to lie flat before being placed over the surface of the concrete.

PLACING CONCRETE: Immediately prior to placing any concrete, the sub grade shall be checked for width and grade, and accepted by the engineer or his representative. No concrete materials shall be placed upon the sub grade before mixing.

The surface of the sub grade shall be wet but show no pools of water when the concrete is placed. After mixing, the concrete shall be deposited rapidly upon the sub grade and spread uniformly even to the depth required for the reinforcing in successive batches and in a continuous operation without the use of intermediate forms or bulkheads between expansion joints. As the work progresses the concrete above the reinforcing shall be raked and spread by means of a strike board of "lute" uniformly even over the entire area and crowned to produce the exact grade of the finished pavement surface herein provided for. Boot tracks, stony areas and other imperfections shall be dug out and refilled with concrete to the depth of the reinforcing and worked smooth. No workman shall then be allowed to walk over the area so completed.

The Engineer shall compare the amount of cement herein required, with the amounts actually used in each section of concrete pavement between successive transverse joints, as determined by actual count of the number of sacks of cement used in each section. If the amount of cement used in any three adjacent sections (between transverse joints) is less by more than two per cent, or if the amount of cement as used in any one section is less by more than five per cent of the amount hereinbefore required, all such concrete sections shall be removed and replaced with new materials according to these specifications.

In case of a breakdown, an intermediate transverse joint may be placed as herein before specified, at the point elected by the Engineer for stopping work. Any concrete in excess of that needed to complete a section at the finish of the day's work, shall not be used and shall be removed from the sub grade.

FINISHING: As soon as possible after the concrete has been struck off, it shall be tamped with a suitable wooden crowned tamper extending across the pavement and rolled to a amooth, even surface with an approved metal roller. The roller shall be hollow, six feet in length, not less than twelve inches in diameter and shall weigh not less than one pound per lineal inch. It shall be divided vertically through the center into two rollers, each revolving on the same axle, and leaving a one-inch space between them, to allow rolling on both sides of the prjecting joint filler at the same time. The roller will be provided with such fastenings that ropes may be attached to both sides, so that it can be pulled

across the pavement. The roller shall be operated at such an angle with the center line of the pavment that it advances along the pavement about two feet for each trip across. The roller shall pass from one edge of the pavement to the other and at transverse joints shall be set over the prjecting joint filler, so that rolling may be done on both sides of the joint at the same time without interfering with the position of the joint filler. After the roller has covered a given area in the manner described, the same area shall be similarly rolled not less than three times at intervals of fifteen to forty minutes, depending on the stiffening of the concrete, and as many additional times as may be necessary to remove excess water.

After the rolling has been completed the pavement shall be rubbed smooth of all ridges or depressions left by the roller, and brought to a true and even surface by the use of a long handled float and finished by belting not less than twice as hereinafter described. The belts shall be eight inches in width and not less than three feet longer than the width of the pavement and made of three layers of ten-ounce canvas, saturated in kerosene oil.

For the application of the first belt, vigorous strokes at least twelve inches long shall be used and the longitudinal movement of the belt along pavement shall be very slight.

For the application of the second belt, which shall be immediately after the water glaze or sheen disappears, the stroke of the belt shall be not more than four inches and the longitudinal movement shall be a continuous forward movement.

To finish the joints, a suitable bridge to span the width of the pavement shall be used, no part of which shall be in contact with the finished work.

A straight edge eight feet in length, notched at the center, shall be used for testing each transverse joint immediately after the last rolling and shall show a bearing for its entire length. The straight edge shall be placed over the joint, parallel to the center line of the pavement and moved across from edge to edge. When, upon testing, the surface of the concrete is shown to be high or low, concrete will be added or removed to bring the surface to its true shape.

The concrete adjoining transverse joints shall be dense in character and after rolling shall be finished with a wood float, which is divided through the center and which will permit finishing on both sides of the filler at the same time.

When the concrete shall have become sufficiently hard to work, the surface of the pavement for a distance of six inches from the edges of each section shall be smoothed with a metal trowel and brush finished, and the edges at the joints rounded with an edging tool having a radius not greater then one-quarter inch.

The finished surface of the pavement shall not vary more than one-quarter inch in three feet from the specified contour.

re and Protection
construction of
ard Street Paving.

PROTECTION

CURING AND PROTECTION: The surface of the pavement shall be sprayed with water as soon as the concrete has sufficiently hardened to prevent pitting, and shall be kept wet until a solution of 3 pounds of 73% to 75% calcium Chloride per square yard of pavement can be applied. As soon as it can be done without damaging the concrete, the surface of the pavement shall be completely covered with said calcium chloride in liquid form. When deemed necessary or advisable by the Engineer, freshly laid concrete shall be protected by canvas or burlap until such covering can be applied. The contractor shall be equipped with sufficient canvas to protect the finished surface from damage by rain or other causes before the concrete has set.

In hot weather, under the most favorable conditions for hardening, the pavement shall be closed to traffic for not less than fourteen days, and in cool weather for an additional time, to be determined by the Engineer.

To the Board of Local Improvements
of the City of De Kalb.

Gentlemen:

We submit herewith an amended estimate of cost, in accordance with a resolution of said Board of Local Improvements of the City of De Kalb hertofore adopted as follows:

"The improvement of the roadways of Girard Street; Sixth Street from Grove Street to Lincoln Highway, and Fifth Street on the easterly portion or side thereof from Girard Street to Lincoln Highway and the intersecting alley wing on Girard Street between Sixth and Seventh Streets, including adjustment or reconstruction of the curbing, paving and drainage of abutting paved street intersections, by grading, paving and draining, adjustment of sewer manholes to grade, draining by the construction of suburban style cast iron storm water inlets on concrete manhole base of 3 feet internal diameter with 6 inch walls and base and not exceeding 6 feet average depth, and connecting same to storm water drains by means of 8 inch vitrified sewer pipe, constructing similar manholes with cast iron covers over gate valves on water mains within paved area, necessary adjustment and construction of 4 inch concrete walks, not less than 4 feet 8 inches wide at street intersections to conform to new curb grades and existing walks, and paving with steel reinforced conrete pavement 7 inches thick, with concrete combined curb and gutter or concrete gutter at edges of main pavement slab, with curb 4 inches high, 5 inches wide on top and sloping down on face side of curb to gutter surface at an angle of 45 degrees, gutter 24 inches wide and 7 inches average depth, in sections 6 feet long with 1/2 inch bitumen fibre matrix expansion joints in curb and gutter not more than 40 feet apart, with curb portion omitted in curb and gutter area on North side of Girard Street and East side of Fifth Street, with curb corners at alley wing rounded at the edge of the curbing on a radius of 6 feet and at street intersections on a radius of 16 feet and the main pavement paved of the following widths, including curb and gutter: on Girard Street 39 feet; on Sixth Street between Grove Street and Girard Street, 25 feet; on Sixth Street, between Girard Street and Lincoln Highway, 46 feet. On the East side of Fifth Street the concrete gutter shall replace the existing curb and gutter at the same location between Girard Street and Lincoln Highway with a 7 inch concrete pavement wing, 10½ feet wide adjoining on the easterly side thereof. On Girard Street between Fifth Street and Sixth Street, a 7 inch concrete pavement wing 11 feet wide shall be constructed adjoining the northerly concrete gutter area in Girard Street, and on Girard Street between Sixth Street and Seventh Street, a 7 inch concrete pavement wing 11.3 feet wide shall be constructed adjoining the northerly concrete gutter area in Girard Street, alley wing 18 feet wide. The center line of the main pavement between curb and gutter lines on Sixth Street shall coincide with the center line of Sixth Street, and the southerly parkway edge of the curbing for the pavement on Girard Street shall be on a line parallel to and 115.5 feet southerly from the southerly line of Lincoln Highway. All pavement to be built in sections not exceeding 40 feet in length with 1/2 inch bitumen fibre matrix expansion joints between sections and uniformly reinforced with steel wire mesh reinforcing fabric weighing not less than 40 pounds per hundred square feet and placed in the concrete 2½ inches below the top surface thereof; with soft steel protective plates 3/16 by 2½ inches placed in the concrete and firmly anchored thereto at exposed street edges of pavement; all concrete to be made by the thorough mixture of one part of No. 1 Portland cement, 2 parts of clean sharp sand and three and one-half parts of clean, hard gravel moistened to the proper consistency for best concrete work.

The Estimate of Cost of such improvement including the cost of Labor, materials, engineering and inspection and all other expenses attending the same and the court costs and costs of making, levying, and collecting the special assessments for the said improvement and other lawful expenses attending the same, as provided by law, is as follows:

ESTIMATE:

Engineer's estimate of cost of construc of Girard Street Paving.

3892 square yards of steel re-inforced concrete pavement, seven inches thick in sections not exceeding 40 feet in length with bitumen fibre matrix expansion joints one-half inch thick between sections, each section uniformly re-inforced with steel wire mesh re-inforcing fabirc weighing not less than 40 pounds per hundred square feet, and placed in the concrete two and one-half inches below the top surface thereof, including protection and cure of finished pavement, complete in place at $2.70 per square yard $10,508.40

1200 cubic yards of excavation of road material above subgrade, including grading, grubbing, removal of all surplus excavated material, preparation of sub-grade to receive pavement and curb and gutter, at 90¢ per cubic yard 1,080.00

1375 lineal feet of concrete combined curb and gutter with curb four inches high, five inches wide on top and sloping down on face side of curbing to paving gutter surface at an angle of 45 degrees, gutter 24 inches wide and 7 inches deep with vertical bitumen fibre matrix expansion joints one-half inch thick in curb and gutter and not exceeding 40 feet apart, built in sections six feet long, complete in place at 90¢ per lineal foot, ... 1,237.50

792 lineal feet of concrete gutter 24 inches wide and 7 inches deep with vertical bitumen fibre matrix expansion joints one-half inch thick in gutter and not exceeding 40 feet apart built in sections 6 feet long, complete in place at 80¢ per lineal foot, ... 633.60

50 lineal feet of soft steel protective plates 3/16 x 2½ inches at exposed street edges of paving and firmly anchored thereto, complete in place at 20¢ per lineal foot,. 10.00

100 square feet of existing concrete sidewalk adjusted to grade including foundation sand, compacting and excavating complete at 10¢ per square foot, ... 10.00

600 square feet of new concrete sidewalk, four inches thick and four feet wide, including excavation, removal of old material and preparing subgrade, complete in place at 20¢ per square foot, ... 120.00

2 concrete manholes over water gate valves, 3 feet internal diameter with 6 inch concrete walls and base, including cast iron manhole frame and cover weighing not less than 350 pounds, not exceeding 6 feet average depth, including excavation and refilling and disposal of excavated material, complete in place at $45.00 each, ... 90.00

5 concrete combination manholes and with storm water inlets, 3 feet internal diameter with 6 inch concrete walls and base, including cast iron manhole frame, cover and inlet weighing not less than 350 pounds not exceeding 6 feet average depth, including excavation and re-filling and disposal of excavated material, complete in place at $45.00 each, ... 225.00

3 existing cast iron manhole covers adjusted to grade, including necessary masonry work, complete at $4.00 each 12.00

40 square yards of existing abutting brick pavement re-laid on two inch sand cushion to conform to new pavement surface, complete in place at 50¢ per square yard, ... 20.00

50 lineal feet of 8 inch No. 1 vitrified sewer pipe drains not exceeding 4 feet average depth, including excavation and backfilling, complete in place at 80¢ per lineal foot 40.00

$13,986.50

Cost of engineering and inspection 699.00

Cost of making, levying and collecting special assessments for said improvement and other lawful expenses as provided by law, exclusive of above item of cost of engineering and inspection 839.00

Total estimated cost of improvement $15,524.50

We hereby certify that, to the best of our knowledge and belief the above estimate of cost will not exceed the actual cost thereof.

Respectfully submitted this 20th day of January A.D. 1925

J J Kingsley
President of Board of Local Improvements,

Wm Hay
Engineer of Board of Local Improvements.

To the Mayor and City Council of the City of DeKalb.

We herewith submit the draft of an ordinance for the improvement of the roadways of Maplewood Avenue and Grove Street from Eleventh Street to Maplewood Avenue in the City of DeKalb, together with an estimate of the cost of said improvement, as finally determined by this Board, and we recommend the passage of the said ordinance and the making of the improvement described therein.

Respectfully submitted,

J J Kingsley
President.
W P Hiland
M. Biehl
Geo. C Hallaron
John L Berglund
Wm Waggett
Board of Local Improvements of
the City of De Kalb, Illinois.

AN ORDINANCE

Providing for the improvement of portions of Maplewood Avenue and Grove Street in the City of De Kalb, Illinois, by special assessment.

BE IT ORDAINED BY THE CITY COUNCIL of the City of De Kalb, in the County of De Kalb and State of Illinois:

Section 1. That a local improvement be and the same is hereby directed to be made within the City of De Kalb, in the County of De Kalb and State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

The improvement of the roadways of Maplewood Avenue between the westerly prolongations of said Avenue of the North line of Lot One (1), Block Ten (10) of Hunt's Addition to the City of De Kalb, Illinois, and a line parallel thereto and seven hundred and one-half (700½) feet Southerly therefrom; and Grove Street from Maplewood Avenue to Eleventh Street and intersecting streets and alleys within the above described street areas, by grading, paving and draining, adjustment of sewer manholes to new grade, draining by the construction of suburban style cast iron storm water inlets on concrete manhole base of 3 feet internal diameter with 6 inch walls and base and not exceeding 6 feet average depth, and connecting same to storm water drains by means of 8 inch vitrified sewer pipe; constructing similar manholes with cast iron covers over gate valves on water mains within paved area, necessary adjustment and construction of 4 inch concrete walks not less than 4 feet wide at street intersections to conform to new curb grades, and existing walks, and paving with steel reinforced concrete pavement 7 inches thick, with concrete combined curb and gutter at edges of pavement, with curb 4 inches high, 5 inches wide on top and sloping down on face side of curb to gutter surface at an angle of 45 degrees, gutter 24 inches wide and 7 inches average depth, in sections 6 feet long, with 1/2 inch bitumen fibre matrix expansion joints in curb and gutter not more than 40 feet apart, with curb corners at alley wing rounded at the edge of the curbing on a radius of 6 feet and at street intersections on a radius of 10 feet and paved of the following widths including curb and gutter; alley wing, 14 feet, on Maplewood Avenue, 21 feet, on Grove Street, 25 feet, on Prospect Street wing, 25 feet, on wings of two unnamed streets or passage ways on the east side of Maplewood Avenue, 21 feet; all pavement to be built in sections not exceeding 40 feet in length with one-half inch bitumen fibre matrix expansion joints between sections and uniformly reinforced with steel wire mesh reinforcing fabric weighing not less than 40 pounds per hundred square feet and placed in the concrete 2½ inches below the top surface thereof; with soft steel protective plates 3/16 x 2½ inches placed in the concrete and firmly anchored thereto at exposed street edges of pavement; all concrete to be made by the thorough mixture of one part of No. 1 Portland cement, 2 parts of clean sharp sand and three and one-half parts of clean, hard gravel moistened to the proper consistency for best concrete work; the center line of the concrete pavement of the respective streets shall coincide with the center line of the said streets.

WORDS, PHRASES AND ABBREVIATIONS, when hereinafter mentioned, shall be construed as follows:

CITY, shall mean the City of De Kalb, BOARD, shall mean the BOARD of Local Improvements of the City of De Kalb. ENGINEER, shall mean the Engineer employed by the Board on this improvement. CONTRACTOR, shall mean the person, firm or corporation to whom the construction work or any part thereof shall be awarded. CITY DATUM, shall mean that horizontal plane heretofore fixed and established by the ordinance of the city as a basis for the calculation of elevations and grades in the city and is 100 feet below the top of the stone door step at the main entrance to the City Hall in said city.

ELEVATION, shall mean the vertical heighth above city datum, CURB LINE, shall mean the edge of the curbing adjoining the parkways and nearest to the street lines. GUTTER LINE, shall mean the line of the concrete gutter adjoining the concrete pavement. WALK LINE, shall mean the edge of the sidewalk farthest from the center of the street.

EDGE OF PAVEMENT, shall mean the side lines of the pavement adjoining gutter lines, or other lines as may be herein prescribed. CROWN, shall mean the convex top surface of the pavement curved along the arc of a parabola extending from edge to edge of pavement.

CROWN HEIGHTH, shall mean the vertical distance from a straight line passing through the top surface of the pavement at the edges thereof measured upwards to the top surface at a point midway between said edges.

CENTER LINE OF PAVEMENT, on any street, shall mean a line equidistant between parallel curb lines or edges of the concrete pavement and continued across intersecting streets on the lines herein described. PARKWAYS, shall mean those portions of the streets, between curb lines and sidewalks, or between curb lines and street lines where no sidewalks exist. INVERT, shall mean the lowest inside surface of drain or sewer pipe when laid in place. SEWER LINE, shall mean the center line of the drain or sewer pipe when laid in place. SIZE OF PIPE, shall mean the inside diameter of the same. Abbreviations shall be as follows: St. for Street; Ave. for Avenue; N. for North; E. for East; S. for South; W. for West; NE. for North East; NW. for North West; SW. for South West; SE. for South East; Ft. for feet.

CENTER LINES. The center lines of the pavement on the streets hereby improved and of intersecting or abutting streets shall be on the center line of the respective streets.

CURB LINES. Concrete curb and gutter shall be laid on each side of the above described streets and abutting streets within the area of this improvement parallel with the center lines of the pavement with curb lines at the following distances from the center lines: on Maplewood Avenue 10½ feet; on Grove Street 12½ feet; on Prospect Street 12½ feet; on the wings of the two unnamed streets or passage ways on the east side of Maplewood Avenue, sometimes called North Avenue and South Avenue, and herein designated as such, 10½ feet.

Intersecting curb corners at alley wings shall be rounded on the curb line on a radius of 6 feet. At street intersections the curb corners shall be rounded on a curb line radius of 10 feet. The curved curb lines shall be tangent to straight curb lines and edges of alley pavement at the proper points as determined by the above radius.

ALLEY PAVING. At the alley intersection on Grove Street within the area of this improvement, the parkway edges of the alley pavement shall be 9 feet distant from and parallel to the center line of the alley produced toward the center line of the street pavement from the walk lines of the respective streets to points tangent to the curved curb lines of the alley on the radius above described. The pavement surface on the center line of the alley shall be 2 inches below the surface at the edges. From said tangent points on each side of the alley pavement the curved concrete curb and gutter shall begin and extend toward the street pavement on a curb line curve with a radius of 6 feet. The gutter line shall extend directly toward the center of the alley wing on grade and line with the straight gutter to points 6½ feet from the center line of the alley where it shall be returned, parallel thereto, to the alley pavement, the surface of the gutter portion gradually sloping from the grade of the gutter surface of the street pavement to the surface of the alley pavement above provided for. The remaining straight curb and gutter space across the alley wing shall be covered with a concrete gutter laid on the regular street gutter grade and the space between the same and the 14 foot alley pavement slab to the rear shall be paved

with reinforced concrete. The entire alley pavement wing shall be built in one section of 7 inch reinforced concrete pavement in all respects similar to the street pavement.

CURBING AND PAVING OMITTED. At all private driveways or where requested by the owners of abutting lots for private driveways, the upper 2½ inches of the curb portion of the curb and gutter shall be omitted and the surface shall uniformly descend from such elevation at the curb line to the lowest portion of the gutter surface at such places.

GRADE. The grade of the upper surface of the curbing at the curb lines shall be at the elevations in feet and hundredths thereof immediately following the locations herein described, N. Before the elevation figures denoting North curb, S denoting South curb, E denoting East curb and W denoting West curb.

On Maplewood Avenue: At the points of intersection of a westerly extension of the North line of Lot One 9L) in Block Ten (10) of Hunt's Addition with said curb lines, E 113.20, (Grove St.) W 113.25; at the following points in feet southerly from said points of intersection: 50 fet. (Grove St.) W 113.14; 269.5 ft. (North Ave.) E 112.12; 310.5 ft. (North Ave) E 111.95; 507.5 feet (Prospect St.) W 111.35; 552.5 rt. (Prospect St.) W 111.15; 659.5 ft. (South Ave.) E 110.56; 700.5 ft. (South Ave) E 110.40, W 110.50.

On Grove Street: At the easterly line of the east wing of the concrete pavement on Eleventh St. N 108.80, S 108.93; at the following points in feet easterly from the said easterly line of the east wing of the concrete pavement on Eleventh St. 50 fet. N 110.50, S 110.50; 100 ft. N 111.80, S 111.80; 150 ft. N 112.70, S 112.70; 202 ft (Maplewood Ave) N 113.10; 213 Ft. (Maplewood Ave.) S. 113.17.

On Propsect Street: At the west line of Maplewood Ave., N 111.35, S 111.25.

On North Ave., : At the east line of Maplewood Ave N 112.25, S 112.15.

On South Ave., : At the east line of Maplewood Ave., N 110.70, S 110.60.

At the center of the curved curbing at the curb corners at street intersections as follows:

Maplewood ave. and Grove St. N. W. curb corner 113.20, S. W. curb corner, 113.20; Maplewood Ave. and North Ave. N. E. curb corner 112.15, S. E. curb corner 112.00; Maplewood Ave. and Propsect St., N. W. curb curner 111.30, S. W. curb corner 111.20; Maplewood Ave. and South Ave., N. E. curb corner 110.60, S. E. curb corner 110.45.

Designation of intersecting streets in brackets as shown in the grade lists above shall indicate that the straight or parallel curbing becomes tangent to the curved curbing at the street intersections at the points designated before the brackets and the grade of the curbing shall be uniform from such points to the center of the curved curbing at the elevations above given. The top surface of the curbing shall extend along the curb lines between the various points of elevation and distances above given on uniform ascents or descents as the case may be.

At the alley intersection the grade of the top of the curved curbing and the upper parkway edge of the alley pavement shall uniformly extend from the top of the straight street curbing at the points of tangency with the alley curved curbing of six foot curb line radius along the top of said curved curbing to its terminus and from thence along the upper parkway edge of the surface of the alley pavement to the grade of the surface of the sidewalks on the respective alleys on the walk lines of the street.

CROWN. A transverse section of the finished pavement surface shall have a crown heighth equal to 1-84 of the pavement width between gutter lines. At intersecting streets or abutting streets the grade of the pavement surface along the center lines of the pavement on said streets shall uniformly approach the grade of the point of intersection of the center lines from crown heights as above determined at the side lines of the street intersections except at South Ave., at the following elevations at said points of intersection:

At Maplewood Ave and North Ave 112.05 feet;
At Maplewood Ave and Prospect St. 111.08 feet;
At Maplewood Ave and Grove St. 113.10 feet;

At South Ave the east gutter grade of Maplewood Ave shall be carried uniformly across the South Ave wing and the pavement surface shall slope uniformly toward the gutter surface on either side from the grades determined by elevations of the curbing on said streets as herein given. At all other street intersections the pavement surface shall be crowned to conform to the center line and gutter line elevations as the same shall be determined from the elevations herein given. The gutter surface of the concrete gutter shall conform to the inclination produced by the crown of the pavement at the gutter line.

REQUIREMENTS OF CONCRETE CONSTRUCTION. All concrete, mortar, materials and work in connection therewith shall be in accordance with "Detailed Specifications Relating to Materials and Construction" hereto attached and expressly made a part hereof and marked "ExhibitA".

CONCRETE CURB AND GUTTER. Along the curb lines at the locations and grades herein given, a concrete combined curb and gutter shall be constructed. The subgrade of the curb and gutter shall be prepared by such excavating or filling, as shall be necessary to bring the sub grade when completed to a firm and unifrom surface 11 inches below the upper surface of the curb when constructed on the lines and at the grades herein established and provided. In preparing the subgrade, all necessary filling shall be made from earth of suitable quality, free from animal or vegetable matter, thoroughly compacted so as to produce a firm, solid and unyielding surface. In excavating, the earth below the surface of the sub grade shall not be disturbed but shall be brought to a uniform, solid and unyielding sub grade by hand tools. Upon the sub grade thus prepared the concrete combined curb and gutter shall be built, of the materials and in the manner hereinafter provided. Except as otherwise provided, the curb and gutter dimensions shall be as follows: The parkway side of the concrete curb and gutter shall be vertical and 11 inches high, the lower gutter part being 7 inches high and the upper curb part being 4 inches high. The top of the curb shall be 5 inches wide from the curb line and slope down from thence on the face side of the curb at an angle of 45 degrees toward the gutter to a point 3½ inches below the top of the curb and from thence the surface shall gradually slope toward the lowest part of the gutter surface at a point 4 inches below the top of the curb and 16 inches from the curb line, and from thence the gutter surface shall gradually rise to the gutter line 24 inches from the curb line and 3½ inches below the top of the curb. The base of the gutter at the sub grade shall be 7 inches below the lowest part of the gutter surface and shall be level transversely to the curb and gutter lines, The upper roadway edge of the curb and the lower gutter corner on the 45 degree slope shall be rounded to a circular arc of 2½ inch radius. The upper edge of the curb on the curb line and the upper edge of the gutter on the gutter line and the joints between all sections shall be rounded with an edging tool having a 1/4 inch radius.

Forms for the curb and gutter, dimensioned to produce the shape and size above provided, at the elevations and grades herein specified, shall be securely placed upon the sub grade and well moistened before the concrete is placed. Expansion joints shall be placed vertically in the curb and gutter not exceeding 40 feet apart and in line with the pavement expansion joints. The joint filler shall be 1/2 inch thick and of the same material as herein specified for the expansion joints in the concrete pavement. The joint filler shall extend through the entire section of the curb and gutter and be flush with the exposed surface of the same. The curb and gutter shall be constructed of concrete, as herein specified, between such joints in sections not more than 6 feet long separated by means of 1/8 inch metal division plates exactly conforming to the cross section of the curb and gutter, well oiled and installed in the forms before the concrete is placed, and maintained at right angles to the surface and perpendicular to the curb lines, and with drawn when the concrete has hardened sufficiently to keep the edges from joining. Rod reinforcement shall be provided at alley curb and gutter corner sections by placing a deformed steel rod weighing not less than one pound per lineal foot and 5½ feet long in the concrete gutter portion parallel to the center line of the alley pavement; and 3 inches from the edges and top surface of the gutter flag where the same adjoins the alley pavement slab.

The surface of the curb and gutter sub grade shall be wet but show no pools of water when the concrete is placed. When mixed as herein provided the concrete shall be placed at once in the forms filling both the gutter flag and curb with material of proper consistency. The concrete shall be tamped and spaded until a thin mortar coat is against the forms and no coarse aggregate shall appear when the forms are removed. The exposed concrete portion of the curb and

gutter shall be so formed that a finishing coat of mortar not exceeding 1/8 inch in thickness can be spread upon the exposed concrete to bring the curb and gutter surface to the required form and dimensions. The mortar coat shall be applied before the concrete has begun to harden and it shall be made smooth and uniform by floating and troweling. When sufficiently hardened, the curb and gutter face shall be carefully brushed with a calcimine brush dipped in water and shaken. After the last belting has been performed in finishing the concrete pavement the curb and gutter surface adjoining shall be swept clean and clear of all mortar and slush and left in the same neat condition as when first finished as above.

The curb and gutter shall be kept wet after being laid until the forms are removed and earth banked against the parkway side for a width of not less than 2 feet and thoroughly soaked with water. The exposed surface shall then be carefully sprinkled with a solution of calcium chloride to cover all portions thereof applied at the rate of 3 pounds of 73% to 75% calcium chloride per square yard of exposed surface. The earth back of the curb shall be kept thoroughly moistened for 7 days. The concrete shall be protected from all damage by canvas covers, barricades, red lights at night or such other means as may be necessary and safe crossings provided for pedestrians at street crossings.

CONCRETE WALKS. Along the curb lines at street intersections where the grade of the curbing requires the reconstruction of sidewalks or readjustment of existing concrete walks to conform to curb grades, new concrete walks shall be built or existing concrete walks adjusted as may be necessary. All new walks built shall be 4 inches thick and conform in line and width with adjacent walks but shall be not less than 4 feet wide.

The concrete for new concrete sidewalks shall be laid on a subgrade thoroughly compacted and smooth, in suitable forms set to the walk line and grade with joints 5 feet apart, with a space of one inch left between the walk and the curb which shall be filled with earth loam free from gravel or sand. The concrete, while wet, shall be tamped and worked until the finer aggregates are brought to the surface and the surface trowelled and finished with a wooden float in a workmanlike manner at the proper time, with edges and joints neatly rounded on a 1/4 inch radius. The surface of the walk shall fit flush with the top of the curbing and meet the surface of existing walks at walk line corners flush with said walks. All surplus excavation and material shall be removed. The finished surface within 24 hours after completion shall be covered with a solution of calcium chloride as herein specified for pavement work.

ADJUSTMENT OF EXISTING CONCRETE WALKS. Where concrete sidewalks can be brought to the required grade at street intersections by adjustment, the same shall be done by elevating or depressing the surface to conform to the grade by excavating and filling as may be necessary, filling the space around the edges and for at least 6 inches therefrom under the wqlk with sand, thoroughly compacted and rammed into place.

CONCRETE COMBINATION MANHOLES AND STORM WATER INLETS shall be located in the curb and gutter area in Maplewood Avenue for surface drainage at the following points in feet southerly from a westerly extension across said street of the North line of Lot One (1) in Block Ten (10) of Hunt's Addition to De Kalb, Illinois; in the East curb and gutter line at 1 foot, 269 feet, 311 feet and 522 feet; in the West curb and gutter area at 495 feet.

GATE VALVE MANHOLEs. Around and above each gate valve on the water mains of said city, manholes shall also be built.

All manholes shall be of an internal diameter of 3 feet with 6 inch thickness of vertical concrete walls and base. The vertical walls shall be reinforced with circular mesh steel wire fabric reinforcing placed in the center of the concrete wall and weighing 40 pounds per 100 square feet of mesh with ends of mesh overlapped 6 inches in the concrete. The walls shall rest on a 6 inch concrete base 4 feet in diameter. All connections of inlet or outlet pipe shall be carefully made through the manhole walls in a workmanlike manner. The upper 12 inches of the manhole wall shall be gradually drawn in from 3 feet to 2 feet inside diameter by use of vitrified paving brick laid in cement mortar. The paving brick shall be taken from sidewalks removed in the course of paving or from the city yard as furnished by the city and shall be sound and serviceable and laid in a workmanlike

manner in successive courses to a grade below the surface of the pavement or gutter sufficient to allow for installation and setting of the cast iron top frame flush with the surface of the improvement, on a mortar bed on said manhole wall. Around gate valves the manholes shall be constructed similar to the sewer manholes except that the surface of the concrete base shall be 6 inches below the valve and laid flat with a 4 inch circular vertical opening to allow for drainage and seepage into the earth below. Manholes shall be of six feet average depth. Beginning 2 feet from the bottom and thence 16 inches apart vertically cast iron steps shall be placed horizontally in each manhole, made in the form of a straight piece of cast iron 36 inches long and 3/4 inch in diameter with ends extended through the wall forming a chord with the inner diameter of the manhole with a middle ordinate of 4 inches from step to wall.

Each manhole at gate valves shall be fitted with a cast iron rim and cover weighing not less than 350 pounds, cylindrical in form, base diameter 36 inches; base opening diameter 24 inches or more; top opening diameter 23 inches; heighth over all 9 inches with solid lid. The lid shall fit in proper contact with the rim shoulder rest without lifting when traffic passes over it. The manholes shall be of the general shape and form of Standard No. 20 of the product of the Neenah Foundry Co. of Neenah, Wisconsin, with 1½ inch semi-circular opening at edge of rim to allow for opening. All cast iron rims and covers of all fixtures shall be set on a mortar base on the manhole wall with sufficient mortar to bring the top surface of the rim flush with the pavement or gutter surface with the inside of the mortar joint neatly pointed and smoothed.

Each manhole at storm water inlets shall be provided with a cast iron inlet of not less than the following dimensions : diameter of base 36 inches, frame width, 24 inches; length 24 inches; length 24 inches, heighth of frame at curb box 6 inches, at gutter line 7 inches; six of grate 16 x 20 inches, thickness 2 inches; curb box width 6 inches, and heighth adjustable from 5 to 7 inches. The weight of the cast iron inlets shall be not less than 350 pounds and conform to the general shape and plan of the No. 8 form, manufactured by the Neenah Foundry Co. of Neenah, Wisconsin, subject to examination and approval of Manufacturers design by the engineer. All castings for inlets and manholes shall consist of first quality cast iron remelted without admixture of cinder iron or other inferior metal, free from uncombined carbon, blow holes, sand holes, blisters or other imperfections. All castings shall be dipped in coal tar pitch varnish to which sufficient oil has been added to make a smooth coating.

The inlet when set in place shall be flush with the concrete gutter surface adjoining, depressed sufficiently below the general gutter surface to allow for not less than a 5 inch curb box exposure. The face of the conrete curb shall be neatly rounded, and warped at the curb box to fit the same flush on each side thereof, and the top of the curb and inlet box shall be on the curb grade as specified.

ADJUSTMENT OF MANHOLE COVERS. All cast iron covers of existing manholes or fixtures of like nature shall be set to the grade of the pavement or gutter. The brick walls of the manholes shall be cut off, rebuilt, or added to, as the case may be to bring the manhole covers to the required grade. Brick required for new or additional manhole walls shall be hard burned, sound and laid with full mortar joints to the same thickness as the old walls.

SEWER PIPE DRAINS. Eight inch sewer pipe drains shall be laid connecting the manholes at the storm water inlets with the main storm water sewer in Maplewood Avenue extending along or near the East curb and gutter area. The sewer pipe shall be laid through the manhole wall with the invert 3 feet below the gutter surface and descending on a direct grade to the invert of the storm water sewer nearest thereto, the average depth not exceeding 4 feet for said drains.

Sewer pipe shall have a shell thickness of 1/12 of the size of pipe and be thoroughly vitrified, free from all imperfections and without flanged ends. All sewer pipe shall be truly cylincrical, smooth and round and not less than 2 feet in length. They shall be laid in a trench with the inverts on uniform slopes between the

various points of elevation herein, given, and the center lines of the pipe shall coincide with the sewer lines herein established. The pipe shall be laid truly to line and grade without excavating below the required depth. The trench for the sewer pipe laid under the pavement shall be back filled to equal compactness with adjoining earth by tamping or flooding with water or both as may be necessary to secure a solid, unyielding sub grade for the pavement. The remaining trenches shall be refilled, flooded and compacted and the earth neatly rounded on the surface over the trench. All excess excavated material along the pavement parkways shall be removed.

GRADING AND PAVING. The area between the gutter lines when located and constructed as herein provided, and between the parkway edges of the alley pavement, and between all other lines wherein pavement has herein been specified, shall be graded and paved as herein provided. Grading shall include all cuts, fills, preparing and compacting sub-grade, moving of excess earth and road material above the sub-grade of the pavement and curb and gutter, and removing all excess earth or other material on parkway slopes within 3 feet of the curb lines. It shall be paid for in solid excavation only, by the cubic yard as determined by the engineer from grades and elevations as established herein. All excess excavated material not required to bring the sub-grade and parkways to the required elevations shall be deposited without charge upon lots adjoining or assessed for the improvement, below grade with the consent of the owner. In case the demand for filling on such lots exceeds the supply, the filling shall extend back on each lot level with the sidewalk, or curb where there is no walk, an equal distance as near as may be determined in advance by the engineer. Any excess of excavated material not required for filling the said lots shall be disposed of as directed by the committee on streets of the City Council. The average round trip free haul of all excavated material shall not exceed 2,000 feet. In cuts no excavations shall be made below the surface of the finished sub-grade. Along the parkway areas below curb grades the surface shall be brought to a unifrom surface level transversely with the top of the curbing to the adjacent street lines or in a uniform plane to the top of the sidewalk adjoining where the same exists. Where the parkways are above the top of the curbs adjoining, the surface shall be graded from the top of the curb back for a distance of 3 feet to meet the existing parkway surface. At street intersections the entire parkway space between cross walks and the curbing shall be so graded. Where parkway grading is required, the surface shall be neatly leveled and smoothed to an even, uniform surface as directed by the engineer.

SUB GRADE. The sub-grade is herein defined as the surface immediately below the pavement or curb and gutter brought to an elevation that will permit the construction of the pavement and curb and gutter of the vertical dimensions, and to the elevations, grades and crown herein provided. It shall be made uniform, solid and unyielding by thorough rolling with a 10 ton roller. All portions inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than 50 pounds, the face of which shall not exceed 100 square inches in area. Soft, spongy, unyielding spots shall be entirely removed and refilled with firm material properly compacted.

PAVEMENT SECTION. The sub-grade for the pavement shall be covered immediately after thoroughly sprinkling with water, with a steel reinforced concrete pavement 7 inches thick or deep, unless otherwise herein specifically provided to be paved. Said pavement shall then be constructed as more particularly specified in the " Detailed Specifications for Concrete pavement Construction", hereto attached and specifically made a part hereof and marked Exhibit "B".

Section 2. The entire improvement provided for in this ordinance shall be constructed under the superintendence and to the satisfaction of the Board of Local Improvements of the said City of DeKalb. All of the material used shall be of the best quality, of a kind especially suited and adapted for the purpose for which it is to be used, and all necessary labor shall be performed in a workmanlike manner.

Section 3. That the Recommendation of the Board of Local Improvements of the City of DeKalb for the passage of this ordinance and the construction of said improvement, and the Estimate of Cost of said improvement made by J J Kingsley, President and W M Hay, Engineer of the Board of Local Improvements of the City of De Kalb,

and on this _____ day of April, 1925, presented to the City Council of this City, together with a draft of this ordinance, by said Board of Local Improvement, shall be, and the same are hereby approved.

Section 4. That said improvement shall be made and the total cost and expense thereof, including the sum of $391.00 to be applied toward the cost of engineering and inspection, and including the sum of $469.00 to be applied toward the payment of the expense of making, levying and collecting the special assessments herein provided for and other lawful expenses, exclusive of engineering and inspection aforesaid, as specified in section 94 of an " Act of the General Assembly" of the State of Illinois, entitled, "An Act Concerning Local Improvements," approved June 14th, 1897, and all amendments thereof shall be raised and paid by special assessment in accordance with the provisions of said Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," approved June 14th, 1897, and all amendments thereof; and that said sum of $391.00 shall be applied toward the Cost of Engineering and Inspection connected with the above mentioned local improvement, and said sum of $469.00 shall be applied toward the expense of making, levying and collecting the special assessment herein provided for and other lawful expenses, exclusive of engineering and inspection, as specified in section 94 aforesaid and all amendments thereof of said Act of the General Assembly of the State of Illinois aforesaid.

Section 5. That the City Attorney of the said City, be andhe is hereby directed to file a petition in the City Court of De Kalb, in said County and State, in the name of the City of De Kalb, praying that the necessary steps be taken to levy a special assessment for said improvement in accordance with the provisions in this ordinance and said Act of said General Assembly aforesaid and all amendments thereof.

Section 6. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 7. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council at an adjourned regular meeting thereof on the 9th day of April, 1925, and approved by the Mayor on the 9th day of April, 1925.

J J Kingsley
Mayor

ATTEST:
G R Blackman
City Clerk.

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For further information concerning the detailed specifications relating to materials and construction refer to the ordinance in files.

AN ORDINANCE PROVIDING FOR THE CONSTRUCTION OF CEMENT SIDEWALK.

BE IT ORDAINED by the City Council of the City of De Kalb, in the City of DeKalb, in the County of DeKalb, in the State of Illinois:

Section 1. That a cement sidewalk the width of four feet and eight inches, and constructed in the manner hereinafter specified, shall be laid, constructed and built in said city, upon and along the East and West lines of North Ninth Street and the East line of North Seventh Street in front of the following described lots, tracts or parcels of land, to-wit: Lots 1,2,3,4,5,6,7 and 8 in Block 1, and Lots 8,9,10,11,12,13 and 14 in Block 2, all in Langlois and Townsend's Third Addition to the City of De Kalb; Lot "E" of Sharp's Subdivision of the Southwest Quarter of Section 14, Township 40 North, Range 4 East of the Third Principal Meridian; Lots 14,15 and 16 in John Davy's Addition to the City of DeKalb; allsituated in the City of De Kalb, County of De Kalb and State of Illinois.

Passed by the City Council of said city at an adjourned regular meeting held April 9th., 1925 and approved by me, this 9th day of April A.D. 1925.

J. J. Kingsley
Mayor

ATTEST;
G R Blackman
City Clerk.

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For further details concerning this sidewalk refer to the ordinance in the files.

AN ORDINANCE

Fixing the salary and compensation of certain officers of the City of De Kalb, for the term ending April 30th, 1927.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of De Kalb, in the State of Illinois:

Section 1. The salaries of the elective and appointive officers of the City of De Kalb hereinafter mentioned, for the term ending April 30th, A.D. 1927, shall be and the same are hereby fixed as follows:

Mayor, the sum of Six Hundred Dollars per annum.

City Clerk, the sum of Twenty-four hundred dollars per annum.

City Treasurer, the sum of Two Hundred Fifty Dollars per annum.

Commissioner of Public Works, the sum of Nineteen Hundred twenty Dollars per annum.

City Attorney the sum of Nine Hundred Dollars ($900.00) per annum, in full compensation for all services rendered by him, except as follows:

1. He shall also be paid his necessary travelling, lodging and boarding expenses, while engaged by order of the City Council in the business of said City, outside of DeKalb County.

2. He shall also be paid at the rate of ten dollars ($10.00) per day for time actually spent by him in the interests of the City of De Kalb, in courts of record in the trial of contested cases, and for time actually spent before commissions in hearings, and the same rate for time actually spent by him in the preparations for trial or hearings, and for work connected with special assessment proceedings.

3. He shall keep an accurate record of the time spent by him upon services to be paid for upon such per diem basis, and of his expenses mentioned in Article 1 above, which record he shall exhibit at any time, upon request, to the Mayor or City Council or any committee or member thereof.

Section 2. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of said City at an adjourned regular meeting thereof upon the 24th day of April A.D. 1925, and approved by me this 25th day of April A.D. 1925.

J. J. Kingsley
Mayor

ATTEST:
G. N. Blackman
City Clerk.

AN ORDINANCE

providing for the division into installments of the Special Assessment to be levied for the improvement of portions of the roadways of Maplewood Avenue and Grove Streets.

BE IT ORDAINED by the City Council of the City of DeKalb in the County of DeKalb in the State of Illinois:

Section 1. That the agregate amount to be assessed against property and also each individual assessment and amount, it any, to be assessed against the City of DeKalb, as public benefits, under proceedings now pending in the City Court of DeKalb in said County for a special assessment for the improvement of portions of the roadways of Maplewood Avenue and Grove Streets, in said City, by paving and otherwise improving the same, pursuant to the provisions of an ordinance of said City entitled, "An Ordinance Providing for the Improvement of Portions of Maplewood Avenue and Grove Street in the City of De Kalb, Illinois, by Special Assessment," passed by the City Council of said City on the 9th day of April A.D. 1925, and approved by the Mayor of said City on the 9th day of April, A.D. 1925, shall be divided into ten annual installments in accordance with the provisions of an Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," approved June 14th, 1897, in force July 1, 1897, and all acts of said General Assembly amendatory thereof or supplemental thereto, and said installments shall bear interest at the rate of six per-cent per annum, from the time, and shall become payable and shall be collected as provided by said act and all amendments thereof. The first of said installments shall become due and payable on the second day of January next succeeding the date of issuance of the first voucher issued on account of work done, the second installment one year thereafter, and so on, annually until all installments are paid.

Section 2. Bonds payable out of said installments when collected and bearing interest at the rate of six per-cent per a annum, payable annually, shall be issued in all respects with the provisions of said act of said General Assembly and all acts amendatory or supplemental thereto, signed by the Mayor and attested by the City Clerk under the corporate seal of said City, with interest coupons evidencing the annual payments of interest due thereon to be signed by printed facsimile signatures of said officers, for the purpose of anticipating collection of the second and succeeding installments of such special assessments.

Section 3. This ordinance shall take effect and be in force from and after its passage and approval, as provided by law.

Passed by the City Council of the City of DeKalb, at a regular meeting thereof held June 2nd A.D. 1925, and approved by me, this 2nd day of June A.D. 1925.

J. B. Lindstrom
Mayor.

ATTEST:

G. A. Blackman
City Clerk.

AN ORDINANCE

providing for the creation of a Board of Local Improvements for the City of DeKalb, Illinois for the ensuing year.

BE IT OTDAINED by the City Council of the City of DeKalb in the County of DeKalb, in the State of Illinois:

That the Mayor together with Aldermen Hanway, Biehl, Hallaron, Chambers and Berglund constitute said Board of Local Improvements.

This ordinance shall take effect and be in force from and after its passage and approval, as provided by law. Passed by the City Council of the City of DeKalb, at a regular meeting thereof held June 2nd A.D. 1925, and approved by me, this 2nd day of June A.D. 1925.

J. B. Lindstrom
Mayor.

ATTEST:

G R Blackman
City Clerk.

To the Mayor and City Council of the City of DeKalb.

We herewith submit the draft of an ordinance for the improvement of the roadways of Sixth Street from the South line of the existing pavement wing on Grove Street to the North line of the existing pavement wing on Franklin Street, including the alley wing on the East side within the area of South Sixth St., in the City of DeKalb, together with an estimate of the cost of said improvement, as finally determined by this Board, and recommend the passage of the said ordinance and the making of the improvement therein described.

Respectfully submitted,

J B Lindstrom.
President.

L D Chambers
John L Berglund
Geo C Hallaron
Mark Biehl
H H Hanway
Board of Local Improvements of
the City of DeKalb, Illinois.

Estimate of Cost:

To the Board of Local Improvements of the City of DeKalb, Illinois.

Gentlemen:

We submit herewith an estimate of cost, in accordance with a resolution of said Board of Local Improvements of the City of DeKalb heretofore adopted as follows:

BE IT RESOLVED that Sixth Street from the south line of the existing pavement wing on Grove Street to the North line of the existing pavement wing on Franklin Street, including the alley wing on the East side within the erea of Sixth Street, be improved by grading the street and parkway ereas, and paving with steel re-inforced concrete pavement 7 inches thick with concrete combined curb and gutter at edge of pavement with curb 4 inches high 5 inches width on top and slopping down on face side of curb to paving gutter surface at an angle of 45 degrees, gutter 24 inches wide and six inches deep, in sections six feet long with one half inch bitumen fibre matrix expansion joints in curb corners at alley wing rounded at the edge of curbing on radius of six feet; and paved of the following width including curb and gutters: Alley wing 18 feet and Sixth Street 25 feet; all pavement tobe built in sections not exceeding 40 feet in length with one half inch bitumen fibre matrix, expansion joints between sections and uniformly re-inforced with steel mesh re-inforcement fabric weighing not less than 40 pounds per hundred square feet and placed in concrete 2 1/2 inches below top surface thereof; all concrete to be made by thorough mixture of one part of number 1 Portland cement, 2 parts of clean sharp sand, and three and one half parts of clean hard gravel moistened to proper consistency for best concrete work; the center line of pavement shall coincide with center line of street.

The estimate cost of such improvement including the cost of labor, materials, engineering and inspection and all other expenses attending the same and the court costs and costs of making, levying and collecting the special assessment for said improvement and other lawful expense attending the same, as provided by law, is as follows:

804 square yards of steel re-inforced concrete pavement seven inches thick in sections not exceeding 40 feet in length with bitumen fibre matrix joints one half inch thick between sections, each section uniformly re-inforced with steel wire mesh re-inforcing fabric weighing not less than 40 pounds per hundred square feet, and placed in the concrete two and one half inches below the top surface thereof, including protection and cure of finished pave-

ment complete in place at $2.80 per square yard $2251.20

268 cubic yards of excavation of road material above subgrade including grading, grubbing, removal of all surplus excavated material, preparation of subgrade to receive pavement and curb and gutter at $1.00 per cubic yard 268.00

639 lineal feet of concrete combined curb and gutter with curb 4 inches high, five inches wide on top and sloping down on face side of curbing to paving gutter surface at an angle of 45 degrees, gutter 24 inches wide and 6 inches deep with vertical bitumen matrix expansion joints one inch thick in curb and gutter and not exceeding 40 feet apart built in sections six feet long complete in place at $1.00 per lineal foot 639.00

$3,158.20

Cost of engineering and inspection 300.00

Cost of making, levying and collecting special Assessment for said improvement and other lawful expenses as provided by law, exclusive of above item of cost of engineering and inspection 189.49

Total estimate of cost of improvement $3647.69

We hereby certify that, to the best of our knowledge and belief the above estimate of cost will not exceed the actual cost thereof.

Respectfully submitted this 16th day of June A.D. 1925.

J B Lindstrom
President of the Board of
Local Improvements.

W M Hay
Engineer of the Board of
Local Improvements.

AN ORDINANCE

Providing for the improvement of Sixth Street from Grove Street to Franklin Street in the City of De Kalb, Illinois, by special assessment.

BE IT ORDAINED by the City Council of the City of DeKalb in the County of DeKalb and the State of Illinois:

Section 1. That a local improvement be and the same is hereby directed to be made within the City of DeKalb, in the County of DeKalb and the State of Illinois, the nature, character, locality and description of which shall be as follows, to wit:

The improvement of Sixth Street from the South line of the existing pavement wing on Grove Street to the North line of the existing pavement wing on Franklin Street including the alley wing on the East side within the area of Grove Street by grading the street and parkway areas, and paving with steel re-inforced concrete pavement 7 inches thick with concrete combined curb and gutter at edge of pavement with curb 4 inches high, 5 inches wide on top and sloping down on face side of curb to paving gutter surface at an angle of 45 degrees, gutter 24 inches wide and six inches deep, in sections six feet long with one half inch bitumen fibre matrix expansion joints in curb and gutter not more than forty feet apart; with curb corners at alley wing rounded at the edge of the curbing on a radius of six feet, alley wing 18 feet, and street 25 feet; all pavement to be built in section not to exceed 40 feet in length with one half inch bitumen fibre matrix expansion joints between sections and uniformly reinforced with steel wire mesh reinforcing fabric weighing not less than 40

pounds per hundred square feet and placed in concrete 2 1/2 inches below top surface thereof; all concrete to be made by thorough mixture of one part of No. 1 Portland cement, 2 parts of clean sharp sand and three and one half parts of clean hard gravel moistened to the proper consistency for best concrete work; the center line of the concrete pavement shall coincide with the center line of the street.

WORDS, PHRASES AND ABBREVIATIONS. When hereinafter mentioned, shall be construed as follows:

City shall mean the City of DeKalb; Board, shall mean the Board of Local Improvements of the City of DeKalb; Engineer shall mean the Engineer employed by the Board of this improvement; Contractor shall mean the person, firm or corporation to whom the construction work or any part thereof shall be awarded; City Datum shall mean that horizontal plane thereof fixed and established by the ordinance of the City as a basis for the circulation of elevations and grades in the City and is 100 feet below the top of the stone door step or sill at the main entrance of the City Hall; Elevation shall mean the vertical heighth above city datum; Curb line shall mean the edge of the curbing adjoining the parkways and nearest to the street lines; Gutter Line shall mean the line of concrete gutter adjoining the concrete pavement; Walk Line shall mean the edge of the sidewalk farthest from the center of the street.

EDGE OF PAVEMENT. Shall mean the side lines of the pavement adjoining gutter lines, or other lines as herein prescribed. CROWN, shall mean the convex top surface of the pavement curved along the arc of a parabola extending from edge to edge of the pavement.

CROWN HEIGHTH. Shall mean the vertical distance from a straight line passing through the top surface of the pavement at the edges thereof measured upwards to the top surface at a point midway between said edges.

CENTER LINE OF PAVEMENT. On any street, shall mean a line equidistant between parallel curb lines or edges of the concrete pavement and continued across intersecting streets on the lines herein described. Parkways shall mean those portions of the street between the curb lines and sidewalks, or between curb lines and street lines where no sidewalks exist.

ABBREVIATIONS. Shall be as follows, St. for Street; N for North; E for East; S for South; W for West.

Center Lines: The center line of pavement shall be the center line of the street.

CURB LINES. Concrete curb and gutter shall be laid on each side of the above described street, parallel with the center lines of the pavement with curb lines 12 1/2 feet from the center line. Intersecting curb corners at alley wings shall be rounded on the curb line on a radius of 6 feet. The curb line shall be tangent to straight curb lines and edges of alley pavement at proper points as determined by the above radii.

Alley Paving: At alley intersections and with in the area of this improvement, the parkway edges of the alley pavement shall be 9 feet distant from and parallel to the center line of the alley produced toward the center line of the street pavement from the walk lines of the street to points 6 feet distant from the straight curb lines thereon with the pavement surface on the center lines of the alley 2 inches below the surface at the edge and from thence on each side of the alley pavement the curved concrete curb and gutter shall begin and extend toward the street pavement on a curb line curve with a radius of 6 feet. The gutter line shall extend directly toward the center of the alley wing on grade and line with straight gutter to points 8 1/2 feet from the center line of the alley where it shall be returned, parallel thereto, to the alley pavement, the surface of the gutter portion gradually sloping from the grade of the gutter surface of the street pavement to the surface of the alley pavement above provided for. The remaining straight curb and gutter space across the alley wing shall be covered with concrete gutter laid on the regular street gutter grade and the space between the same and the 18 foot alley pavement slab to the rear shall be paved with reinforced concrete. The entire alley pavement wing shall be built in one section of 7 inches reinforced concrete pavement without a center joint, but in all other respects similar to the street pavement.

Curbing and Paving Omitted. At all private driveways or where requested by the owner of abutting lots for private driveways, the upper 2 1/2 inches of the curb portion of the curb and g gutter shall be omitted and the surface shall uniformly descend from such elevation at the curb line to the lowest portion of the gutter surface at such places.

GRADE. The grade of the upper surface of the curbing at the curb lines shall be at the elevation in feet and hundredths following: E denoting East curb and W denoting West curb.

On Sixth Street at the south line of Grove Street, West curb 103.4 feet; East curb 103.75 feet. On east curb line 150 feet Southerly from Grove Street 102 feet. On East and West curb lines of South Street at points 324.4 feet Southerly from Grove Street; West curb 100.6 feet; East curb 100.7 feet. The top surface of the curbing shall extend along the curb lines between the various points of elevation and distances above given on uniform ascent or descent as the case may be.

At the alley intersection the grade of the top of the curved curbing and the upper parkway edge of the alley pavement shall uniformly extend from the top of the straight street curbing at the point of tangency with the alley curved curbing of six feet curb line radius along the top of said curved curbing to its terminus 6 feet distant from the straight street curb lines and from thence along the upper parkway edge of the surface of the alley pavement to the grade of the surface of the sidewalks on the alley, on the walk lines of the street.

CROWN. A transverse section of the finished pavement surface shall have a crown heighth equal to 1/100 of the pavement width between gutter lines. The gutter surface of the concrete gutter shall conform to the inclinations produced by the crown of the pavement at the gutter line.

CONCRETE CURB AND GUTTER. Along the curb lines at the locations and grades herein given, a concrete combined curb and gutter shall be constructed as more particularly described in the detailed specifications hereto attached and expressly made a part hereof. All concrete, mortar, materials and work in connection therewith shall be in accordance with said detailed specifications.

Grading and Paving. The area between the gutter lines when located and constructed as herein provided, and between the parkways edges of the alley pavement, and between all other lines wherein provided pavement has herein been specified, shall be graded and paved as herein provided. Grading shall include all cuts, fills, preparing and compacting sub-grade, moving of excess earth and road material above the subgrade of the pavement and curb and gutter, and removing all excess earth or other material on parkway slopes within three feet of the curb lines. It shall be paid for in solid excavation only, by cubic yars as determined by the engineer from grades and elevations as established herein. All excess excavating material not required to bring the subgrade and parkways to the required elevations shall be deposited without charge upon lots adjoining or assessed for the improvement, below grade with the consent of the owner. In case the demand for filling on such lots exceeds the supply the filling shall extend back on each lot level with the sidewalk or curb wherethere is not walk, an equal distance as near as may be determined in advance by the engineer. Any excess of excavating material not required for filling the said lots shall be disposed of as directed by the committee on streets and alleys of the City Council. The average round trip free haul of all excavating material shall not exceed 2,000 feet. In cuts no excavation shall be made below the surface of the finished grade. All the parkway areas below curb grades the surface shall be brought to a uniform surface level transversely with the top of the curbing to the adjacent street line or in uniform plane to the top of the sidewalk adjoining where the same exists. Where the parkways are above the top of the curbs adjoining, the surface shall be graded from the top of the curb back for a distance of three feet to meet the existing parkway surface. Where parkway grading is required, the surface shall be neatly leveled and smoothed to an even, uniform surface as directed by the engineer.

SUB GRADE. The sub grade is herein defines as the surface

immediately below the pavement or curb and gutter brought to an elevation that will permit the construction of the pavement and curb and gutter of the vertical dimensions, and to the elevations, grades and crown herein provided. It shall be made uniform, solid and unyielding by thorough rolling up a 10 ton roller. All portions inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than 50 pounds, the face of which shall not exceed 100 square inches in area. Soft, Spongy, Unyielding spots shall be entirely removed and refilled with firm material properly compacted.

PAVEMENT SECTION. The sub grade for the pavement shall be covered immediately after thoroughly sprinkling with water, with a steel reinforced concrete pavement 7 inches thick or deep, unless otherwise herein specifically provided to be paved. Said pavement shall then be constructed as more particularly specified in the detailed specifications made a part hereof.

SECTION 2. The improvement provided for in this ordinance shall be constructed under the superintendence and to the staisfaction of the Board of Local Improvements of the said City of De Kalb, Illinois. All the material used shall be of the best quality, of a kind especially suited to and adapted for the purpose for which it is to be used, and all necessary labor shall be performed in a workmanlike manner.

SECTION 3. That the recommendation of the Board of Local Improvements of the City of DeKalb for the passage of this ordinance and the construction of said improvement, and the estimate cost of said improvement made by J B Lindstrom, President and W M Hay Engineer of the Board of Local Improvements of the City of DeKalb, on this 16th day of June A.D. 1925, presented to the City Council of said City, together with a draft of this ordinance, by said Board of Local Improvements, shall be, and the same are hereby approved.

SECTION 4. That the said improvement shall be made and the total cost and expense thereof including the sum of $300.00 to be applied toward the costs of engineering and inspection, and including the sum of $189.49 to be applied towards the payment of the expense of making, levying and collecting the special assessment herein provided for and other lawful expenses, excluding the cost of engineering and inspection aforesaid, as specified in section 94 of an Act of the General Assembly of the State of Illinois, entitled, "An Act Concering Local Improvements", approved June 14th, 1897, and all amendments thereto shall be raised and paid by special assessment in accordance with the provision of said act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements" approved June 14th, 1897, and all amendments thereof; and that the said sum of $300.00 shall be applied towards the costs of engineering and inspection connected with the above mentioned local improvement, and that the sum of $189.49 shall be applied towards the expense of making, levying and collecting the special assessment herein provided for and other lawful expenses, exclusive of engineering and inspection, as provided for in section 94 aforesaid and all amendments thereof of said Act of the General Assembly of the State of Illinois aforesaid.

SECTION 5. That the aggregate amount of said assessment and each individual assessment, and also any assessment against the City of DeKalb, for public benefits shall be divided into ten installments in the manner and payable at the times provided by law. The first installment shall be due and payable on the second day of January next after the date of the first voucher issued on account of work done, the second installment one year thereafter, and so on annually until all installments are paid. All installments shall bear interest as herein provided for until paid at the rate of six per-cent per annum from the date of the first voucher issued on account of work done, which date shall be certified to by a certificate signed by the secretary of the Board of Local Improvements showing the date of the first voucher issued and the amount thereof on account of work done on said improvement, which certificate shall be filed by the Board of Local Improvements of said City of DeKalb in the office of the Clerk of the City Court of DeKalb, County of DeKalb, Illinois, within thirty days after the date of the issuance of said first voucher; that the interest on each installment shall be payable on the second day of January next succeeding the date of first voucher issued aforesaid, the interest accrued up to that time on all unpaid installments shall be due and payable and collected with the installment, and thereafter the interest on all unpaid instaliments,

then payable, shall be payable annually and be due and payable at the same time as the installment maturing in such year, and be collected therewith.

SECTION 6. For the purpose of anticipating the collection of the second and succeeding installments of said assessment for said improvement bonds shall be issued payable out of said installments, bearing interest at the rate of six per-cent per annum as provided by law payable annually, and signed by the Mayor of said City and attested by the City Clerk of said City under the corporate seal thereof. Said bonds shall be issued in accordance with and shall in all respects conform to the provisions of the said Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," approved June 14th, 1897, and all amendments thereto.

SECTION 7. That the City Attorney of the said City be, and he is hereby directed to file a petition in the City Court of DeKalb, in said County and State, in the name of the City of DeKalb, praying that the necessary steps may be taken to levy a special assessment for said improvement in accordance with the provisions in this ordinance and said Act of said General Assembly aforesaid and all amendments thereto.

SECTION 8. All ordinance and parts of ordinance in conflict with the provisions of this ordinance are hereby repealed.

SECTION 9. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of the City of DeKalb on the 16th day of June A.D. 1925 and approved by the Mayor on the 16th day of June A.D. 1925.

J. B. Lindstrom
Mayor

ATTEST:
G. R. Blackman
City Clerk.

For further information concerning the detailed specifications of this paving refer to the ordinance in files.

AN ORDINANCE

making appropriations for corporate purposes of the Cityof DeKalb, for the fiscal year of said city, from May 1st 1925 to April 30th 1926 inclusive.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb and in the State of Illinois:

Section 1. The following sums or so much thereof as may be authorized by law, shall be and the same are hereby appropriated for corporate purposes of the City of DeKalb, a municipal corporation of DeKalb County, in the State of Illinois, for the fiscal year of said City, beginning May 1st., 1925 and ending April 30th., 1926, inclusive:

Salaries-City Officers	6,500.00
Salaries and Expense City Council.	1,500.00
Fire Department Salaries and Maintenance	16,000.00
Police Department Salaries and Maintenance	14,000.00
Roads, Bridges, Streets and Alleys	8,500.00
Sidewalks	1,000.00
Waterworks Maintenance	5,000.00
Sewer and Drains Maintenance	2,500.00
Waterworks Pumping Account	16,000.00
Street Lighting	12,000.00
Maintenance Public Buildings	3,000.00
Maintenance Rest Room.	1,500.00
Maintenance Health Department.	1,500.00
Maintenance Parks.	2,000.00
Election Expenses.	1,200.00
Maintenance City Court	500.00
Incidentals	700.00
Expenses-Board of Local Improvements	2,000.00
Extraordinary Repairs and Replacements	1,500.00
Fire Department Equipment.	4,000.00
Police Department Equipment.	1,500.00
Extension Waterworks	15,000.00
Extension Sewers and Drains.	3,000.00
Extension Sidewalks	1,000.00
Extension Street Lighting System	500.00
Waterworks Extension Bonds of 1912- Due May 1st., 1926	2,000.00
Interest Waterworks Extension Bonds of 1912-due May 1st and Nov 1st 1926.	630.00
Waterworks Extension Bonds of 1921- Due Sept. 1st., 1925.	1,000.00
Interest Waterworks Extension Bonds of 1921, due Sept. 1st., 1925	166.67
Waterworks Extension Bonds of 1921- Due Sept. 1st., 1926	1,000.00
Interest on Waterworks Extension Bonds of 1921 due March 1st and Sept. 1st 1926.	950.00
Public Hosptial Bonds of 1916- Due March 1st., 1926	2,000.00
Interest on Public Hospital Bonds of 1916 Due March 1st and Sept 1st 1926	1,372.50
Public Hospital Bonds of 1920- Due Sept 1st., 1926	1,500.00
Interest on Public Hospital Bonds 1920- Due March 1st and Sept 1st 1926	3,333.75
Public Hospital Bonds of 1923- Due Sept 1st., 1926	1,000.00
Interest on Hospital Bonds of 1923- Due March 1st and Sept 1st 1926	1,250.00
	$138,102.92

Section 2. The following mill rates, as provided by Statute, shall be appropriated for the use of the following departments of the City of DeKalb.

Firemen's Pension Fund	2/5 of a mill.
Police Pension Fund	3/10 of a mill.
Maintenance Public Hospital.	3 and 1/3 mills.
Garbage Disposal	1 and 1/3 mills.
Maintenance Public Library	1 and 8/10 mills.
Public Improvements by Special Assessment	2 mills.

The mill rates shown above are provided by Statute of the State of Illinois, and the amounts of the appropriations in each case, shall be derived by multiplying the mill rates times the assessed valuation of the Corporate City of DeKalb, as used for taxation purposes.

All unexpended balances of any items of any general appropriation made by this ordinance, may be expended by making up the deficiency in any item in the general appropriation and for the same general purpose, or in a like appropriation made by this ordinance.

Section 3. This ordinance shall be in force and effect, from and after ten days after its passage, approval and publication, as provided by law.

Passed by the City Council of the City of DeKalb, at a regular meeting thereof, held on the 7th day of July A.D. 1925 and approved by me this 8th day of July A.D. 1925.

J. B. Lindstrom
Mayor

ATTEST:

G. R. Blackman
City Clerk.

To the Mayor and City Council of the City of DeKalb.

We herewith submit the draft of an ordinance for the improvement of a portion of Lincoln Highway from First Street westerly to the west end of the trussed bridge over the Kishwaukee River and all of John Street, in the City of DeKalb, together with an estimate of the cost of said improvement, as finally determined by this Board, and we recommend the passage of the said ordinance and the making of the improvement described therein.

Respectfully submitted,

J B Lindstrom
President
L D Chambers
Mark Biehl
Geo C Hallaron
J L Berglund
H H Hanway
Board of Local Improvements
of the City of DeKalb, Ill.

To the Board of Local Improvements of the City of DeKalb, DeKalb County, Illinois.

Gentlemen:

We herewith present an estimate of the cost of a local improvement in the City of DeKalb, DeKalb County, Illinois, described by resolution adopted by said Board as follows:

That Lincoln Highway from the Westerly line of First Street to the West end of the trussed bridge over the Kishwaukee River and John Street from Lincoln Highway to College Avenue including intersecting street areas within the area of said streets at Locust Street and Pearl Street, be improved by grading and paving the roadways thereof within the existing curb lines or curb and gutter lines and between said lines as widened and returned to the side lines of said streets by the curved curbing or curb and gutter at the intersections of Locust Street, Pearl Street and at John Street and Lincoln Highway; adjustment of sewer manholes to new paving grades; construction of circular concrete manholes with storm water inlets along curb and gutter lines and without inlets over water gate valves at the locations where inlets and gate valves are now located within the area improved of 3 feet internal diameter with 6 inch walls and base and not exceeding 6 feet average depth with 350 pound cast iron cover on said manholes for storm water inlets of suburban style curb and gutter inlet for drainage and with 350 pound closed rim and cover on manholes over gate valves; adjustment of existing stone curbing to grade in case a bituminous pavement is adopted; construction of concrete curb and gutter on Lincoln Highway with curbing along existing curb lines with pavement edges 37.5 feet apart in case concrete pavement is adopted also at said street intersections with pavement edges on said streets 29 feet apart and on each side of John Street in line with the existing curb and gutter from a line 250 feet North of, to a line 500 feet North of the North line of Lincoln Highway, with curb 6 inches high and 6 inches wide, gutter including curb 18 inches wide and 7 inches deep in sections 6 feet long with one half inch bitumen firbre matrix expansion joints in curb and gutter not more than 48 feet apart; with curb corners at said intersectin streets rounded on a radius of 14 feet on the parkway edge of the curbing; laying 50 feet of 8 inch sewer pipe drains to connect inlets on John Street to main storm water drain; addition and compaction of limestone rock and screenings to existing macadam base on John Street where new curb and gutter is provided; and by paving either with a 7 inch reinforced concrete pavement on existing macadam base on John Street and on existing gravel base on Lincoln Highway properly graded to the subgrade of the pavement including the removal of the brick in the existing pavement on Lincoln Highway and all other excess material above subgrade, herein designated as Type A; or with a 2 inch Warrenite Bitulithic pavement on a macadam base on John Street and on brick pavement surface as a base on Lincoln Highway including the filling of all depressions in the existing pavement surface on Lincoln Highway with asphaltic concrete below the grade of the 2 inch wearing surface, herein

designated as Type B; or with a 2 inch asphaltic concrete pavement on macadam base on John Street and on brick pavement surface as a base on Lincoln Highway including the filling of all depressions in the existing pavement surface on Lincoln Highway with asphaltic concrete below the grade of the 2 inch wearing surace, herein designated as Type C.

That said Types A, B, and C whichever type shall be adopted, and the concrete curb and gutter shall be constructed in accordance with detailed specifications relating to materials and construction on file in the office of the City Clerk.

That the estimates of the cost of such improvement and all lawful expenses attending the same as provided by law are as follows:

Reinforced Concrete Pavement seven inches thick, designated As Type A.

8918 square yards of steel reinforced concrete pavement 7 inches thick, in sections not exceeding 48 feet in length with bitumen fibre matrix expansion joints one-half inch thick between sections, each section uniformly reinforced with steel wire mesh reinforcing fabric weighing not less than 40 pounds per 100 Sq. Ft. and placed in the concrete $2\frac{1}{2}$ inches below the surface thereof, including protection and cure of finished pavement complete in place at $2.70 per sq. yd. $24078.60

460 cubic yards of excavation of upper portion of existing macadam pavement on John Street above subgrade, including grading of proposed paved areas and parkways, removal of excess excavated material, depositing said excavated macadam material where necessary to build up subgrade, leveling and compacting subgrade to a unifrom density at $1.50 per cu. yd. 690.00

415 cubic yards of gravel excavation in brick pavement base and other material above subgrade and removal of the same, not including brick and stone curbing at 80 cents per cu. yd. 334.40

718 cubic yards of existing brick pavement removed from Lincoln Highway at $1.25 per cu. yd. 897.50

60 cubic yards of stone curbing removed from Lincoln Highway at $1.50 per cu. yd. 90.00

30 cubic yards of limestone screenings to compact and solidify macadam base at $4.00 per cu. yd. 120.00

3273 lineal feet of concrete curb and gutter with curb 6 inches high and 6 inches wide; gutter including curb 18 inches wide and 7 inches deep, with bitumen fibre matrix expansion joints one half inch thick in curb and gutter not exceeding 48 feet apart, built in sections 6 feet long, complete in place at 80 cents per lineal foot 2618.40

11 concrete manholes with suburban style cast iron inlet frame and cover weighing not less than 350 pounds, of 3 feet internal diameter with 6 inch walls and base and not exceeding 6 feet average depth, including excavation and re-filling and disposal of excavated material at $45.00 each 495.00

6 concrete manholes over water gate valves with 350 pound cast iron manhole rim and cover, of 3 feet internal diameter and with 6 inch walls and base, not exceeding 6 feet average depth, including excavation and refilling and disposal of excavated material at $45.00 each 270.00

50 lineal feet of No. 1 vitrified sewer pipe drain of 8 inch internal diameter, not exceeding 4 feet average depth, including excavation and backfilling complete in place at 80 cents per ft. 40.00

6 cast iron manhole covers adjusted to grade including necesssary masonry work at $5.00 each 30.00

Cost of Engineering and Inspection 1480.00

Cost of making, levying and collecting special assessments for said improvement and other lawful expenses as provided by law 1750.00

$32893.90

Warrenite Bitulithic Pavement two inches thick, designated as Type B.

9222 sqyare yards of Warrenite Bitulithic pavement composed of a two inch wearing surface laid upon existing and prepared macadam base graded, leveled and compacted to the required subgrade and upon the existing brick pavement surface brought to the required subgrade by asphaltic concrete laid thereon with old railroad ties removed and old brick relaid to required subgrade along old interurban right of way, complete in place at $1.65 per sq. yd. $15216.30

125 cubic yards of excavation of upper portion of existing macadam pavement above subgrade including grading of proposed paved areas and parkways, removal of excess excavated material to places where necessary to build up the subgrade, leveling and compacting the surface of the subgrade to a uniform density at $1.50 per cu. yd. 187.50

30 cubic yards of limestone screenings to compact and colidify macadam base at $4.00 per cu. yd 120.00

75 tons of asphatlic concrete for filler over old brick pavement, including laying and compacting same at $10.00 per ton 750.00

680 lineal feet of concrete curb and gutter with curb 6 inches high and 6 inches wide; gutter including curb 18 inches wide and 7 inches deep, with vertical bitumen fibre matrix expansion joints one half inch thick in curb and gutter not exceeding 48 feet apart, built in section 6 feet long, complete in place at 80¢ per lineal Ft... 544.00

400 lineal feet of stone curbing adjusted to grade at 40 cents per lineal foot 160.00

11 concrete manholes with suburban style cast iron inlet frame and cover weighing not less than 350 pounds, of 3 feet internal diameter with 6 inch walls and base and not exceeding 6 feet average depth, including excavation and backfilling and disposal of excavated material at $45.00 each 495.00

6 concrete manholes over water gate valves with 350 poun cast iron manhole rim and cover, of 3 feet internal diameter and with 6 inch walls and base, not exceeding 6 feet average depth including excavation and backfilling and disposal of excavated material at $45.00 each 270.00

50 lineal feet of No. 1 vitrified sewer pipe drain of 8 inch internal diameter, not exceeding 4 feet average depth including excavation and backfilling complete in place at 80 cents per ft.. . . . . 40.00

6 cast iron manhole covers adjusted to grade including necessary masonry work at $5.00 each. 30.00

Cost of Engineering and inspection 890.00
Cost of making, levying and collecting special assessments for said improvement and other lawful expenses as provided by law 1068.00

Total. $19770.80

Asphaltic Concrete Pavement two inches thick,
designated as Type C.

9222	sqyare yards of Asphaltic Concrete pavement composed of a two inch wearing surface laid upon existing and prepared macadam base graded, leveled and compacted to the required subgrade and upon the existing brick pavement surface brought to the required subgrade by asphaltic concrete laid thereon with old railroad ties removed and old brick relaid to required subgrade along old interurban right of way, complete in place at $1.65 per sq. yd.	$15216.30
125	cubic yards of excavation of upper portion of existing macadam pavement above subgrade including grading of proposed paved areas and parkways, removal of excess excavated material to places where necessary to build up the subgrade, leveling and compacting the surface of the subgrade to a uniform density at $1.50 per cu. yd.	187.50
30	cubic yards of limestone screenings to compact and solidify macadam base at $4.00 per cu. yd	120.00
75	tons of asphaltic concrete for filler over old brick pavement, including laying and compacting same at $10.00 per ton	750.00
680	lineal feet of concrete curb and gutter with curb 6 inches high and 6 inches wide; gutter including curb 18 inches wide and 7 inches deep, with vertical bitumen fibre matrix expansion joints one half inch thick in curb and gutter not exceeding 48 feet apart, built in sections 6 feet long, complete in place at 80 cents per line. ft.	544.00
400	lineal feet of stone curbing adjusted to grade at 40 cents per lineal foot.	160.00
11	concrete manholes with suburban style cast iron inlet frame and cover weighing not less than 350 pounds, of 3 feet internal diameter with 6 inch walls and base and not exceeding 6 feet average depth, including excavation and backfilling and disposal of excavated material at $45.00 each	495.00
6	concrete manholes over water gate valves with 350 pound cast iron manhole rim and cover, of 3 feet internal diameter and with 6 inch walls and base, not exceeding 6 feet average depth including excavation and backfilling and disposal of excavated material at $45.00 each	270.00
50	lineal feet of No. 1 vitrified sewer pipe drain of 8 inch internal diameter, not exceeding 4 feet average depth including excavation and backfilling complete in place at 80 cents per ft.	40.00
6	cast iron manhole covers adjusted to grade including necessary masonry work at $5.00 each	30.00
	Cost of Engineering and inspection	890.00
	Cost of making, levying and collecting special assessments for said improvement and other lawful expenses as provided by law	1068.00
	Total	$19770.80

Wherever in the above items of cost, concrete, Warranite Bitulithic or asphaltic concrete pavement is specified also concrete for other purposes, the same shall conform to the detailed specifications relating thereto on file in the office of the City Clerk.

We hereby certify that, in our opinion, the foregoing estimates do not exceed the probable cost of the proposed improvement and the lawful expenses attending the same. Dated at DeKalb, Illinois this 26th day of June 1925.

J B Lindstrom
President of the Board of
Local Improvements of the
City of DeKalb, Illinois.
W M Hay
Engineer for said Board.

AN ORDINANCE

Providing for the improvement of portions of Lincoln Highway and John Street in the City of DeKalb by Special Assessment.

BE IT ORDAINED by the City Council of the City of DeKalb in the County of DeKalb and State of Illinois:

Section 1. That a local improvement be and the same is hereby directed to be made within the City of DeKalb in the County of DeKalb and State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

That Lincoln Highway from the Westerly line of First Street to the West end of the trussed bridge over the Kishwaukee River and John Street from Lincoln Highway to College Avenue including intersecting street area within the area of said streets at Locust street and Pearl Street, be improved by grading and paving the roadways thereof within the existing curb lines or curb and gutter lines and between said lines as widened and returned to the side lines of said streets by the curved curbing or curb and gutter at the intersections of Locust Street, Pearl Street and at John Street and Lincoln Highway; adjustment of sewer manholes to new paving grades; construction of circular concrete manholes with storm water inlets along curb and gutter lines and without inlets over water gate valves at the locations where inlets and gate valves are now located within the area improved, of 3 feet internal diameter with 6 inch walls and base and not exceeding 6 feet average depth with 350 pound cast iron cover on said manholes for storm water inlets of suburban style curb and gutter inlet for drainage and with 350 pound closed rim and cover on manholes over gate valves; adjustment of existing stone curbing to grades in case a bituminous pavement is adopted; construction of concrete curb and gutter on Lincoln Highway with curbing along existing curb lines with pavement edges 37.5 feet apart in case concrete pavement is adopted also at said street intersections with pavement edges on said streets 29 feet apart and on each side of John Street in line with the existing curb and gutter from a line 250 feet North of, to a line 500 feet North of the North line of Lincoln Highway, with curb 6 inches high and 6 inches wide, gutter including curb 18 inches wide and 7 inches deep in sections 6 feet long with one half inch bitumen fibre matrix expansion joints in curb and gutter not more than 48 feet apart; with curb corners at said intersecting streets rounded on a radius of 14 feet on the parkway edge of the curbing; laying 50 feet of 8 inch sewer pipe drains to connect inlets on John Street to main storm water drain; addition and compaction of limestone rock and screenings to existing macadam base ton John Street where new curb and gutter is provided; and by paving either with a 7 inch reinforced concrete pavement on existing macadam base on John Street and on existing gravel base on Lincoln Highway properly graded to the subgrade of the pavement including the removal of the brick in the existing pavement on Lincoln Highway and all other excess material above subgrade, herein designated as Type A; or with a 2 inch Warrenite Bitulighic pavement on a macadam base on John Street and on brick pavement surface as a base on Lincoln Highway including the filling of all depressions in the existing pavement surface on Lincoln Highway with asphaltic concrete below the grade of the 2 inch wearing surface, herein designated as Type B, or with a 2 inch asphaltic concrete pavement on macadam base on John Street and on brick pavement surface as a base on Lincoln Highway including the filling of all depressions in the existing pavement surface on Lincoln Highway with asphaltic concrete below the grade of the 2 inch wearing surface, herein designated as Type C.

That said Types A. B. and C whichever type shall be adopted, and the concrete curb and gutter shall be constructed in accordance with detailed specifications relating to materials and construction on file in the office of the City Clerk.

WORDS? PHRASES AND ABBREVIATIONS. When hereinafter mentioned, shall be construed as follows:

City shall mean the City of DeKalb; Board, shall mean the Board of Local Improvements of the City of DeKalb. Engineer shall mean the engineer employed by the Board on this improve-

ment. Contractor shall mean the person, firm or corporation to whom the construction work or any part thereof shall be awarded. City Datum shall mean that horizontal plane heretofore fixed and established by the ordinance of the city as a basis for the calculation of elevations and grades in the city and is 100 feet below the top of the stone door step or sill at the entrance to the City Hall. Elevation shall mean the vertical heighth above city datum. Curb Line, shall mean the edge of the curbing adjoining the parkways and nearest to the street lines. Guter Line shall mean the line of the concrete gutter adjoining the concrete pavement. Walk Line shall mean the edge of the sidewalk farthest from the center of the Street. Edge of Pavement, shall mean the side lines of the pavement adjoining gutter lines, or other lines as may be herein prescribed. Crown, shall mean the convex top surface of the pavement curved along the arc of a parabola extending from edge to edge of pavement. Crown Heighth, shall mean the vertical distance from a straight line passing through the top surface of the pavement at the edges thereof measured upwards to the top surface at a point midway between said edges. Center Line of Pavement, on any street, shall mean a line equidistant between parallel curb lines or edges of the concrete pavement and continued across intersecting streets on the lines herein described. Parkways shall mean those portions of the streets between curb lines and sidewalks, or between curb lines and street lines where no sidewalks exist. Invert, shall mean the lowest inside surface of drain or sewer pipe when laid in place. Sewer Line shall mean the center line of the drain or sewer pipe when laid in place. Size of Pipe, shall mean the inside diameter of the same. Abbreviations shall be as follows: St. for Street; Ave. for Avenue; N for North ; E for East; S for South; W for West; NE for North East; NW for North West; SW for South West; SE for South East; Ft for feet.

CENTER LINES. The center lines of the pavement on the streets hereby improved shall be midway between existing curb lines and of intersecting or abutting streets the center lines shall be on the center line of the respective streets.

CURB LINES. For paveing with Portland Cement concrete, concrete curb and gutter shall be laid on each side of Lincoln Highway with curb lines 20.25 feet from and parallel to the center line of the pavement. For all types of pavement the curb lines on John Street shall coincide with existing curb lines and new concrete curb and gutter shall be laid thereon to new grades from points 250 feet North of the North line of Lincoln Highway to points 500 feet northerly therefrom and at the intersection at Lincoln Highway. At Pearl Street and Locust Street, the curb lines thereon shall be 16 feet distant from the center lines. At intersecting curb corners the curb lines shall be rounded on a radius of 14 feet. New concrete curb and gutter shall be laid at said intersecting streets with curved curb lines tangent to straight curb lines at the proper points as determined by the above radius. For paving with a bituminous pavement the existing stone curb lines on Lincoln Highway shall be the curb lines to which the stone curbing shall be adjusted.

CONCRETE CURB AND GUTTER. Along the curb lines as herein described concrete combined curb and gutter shall be constructed as more particularly described in the detailed specifications attached hereto and as described in the specifications attached hereto relating to concrete materials and construction, all of which are made a part hereof.

CURBING AND PAVING OMITTED. At all private driveways or where requested by the owners of abutting lots for private driveways the upper 2½ inches of the curb portion of the curb and gutter shall be omitted and the surface shall uniformly descend from such elevation at the curb line to the lowest portion of the gutter surface at such places.

MACADAM FOUNDATION. Along John Street where new curb and gutter is required, the surface of the existing macadam base shall be brought to the required elevation for the pavement metal base by the addition of crushed rock road metal taken from other portions of John Street and placed on the existing macadam to a depth so that when uniformly spread and solidly compacted the surface will be at exact subgrade for the pavement metal. Other portions of the existing macadam pavement shall be carefully graded to the said sub-

grade by scarifying, adding to or removing the surface rock. The surface shall be thoroughly rolled with a 10 ton roller, all depressions filled as the rolling progresses, and high spots removed. Crushed limestone rock screenings shall be spread evenly over the surface, after the macadam surface has been compacted sufficient to fill all voids. The surface shall then be rolled until the same is solid and uniform at the grades herein provided. Water shall be used to aid in binding the macadam if deemed necessary by the engineer. At intersecting curb corners where new curb and gutter is constructed the paved area outside of the existing brick or macadam pavements shall be excavated 6 inches below the pavement metal base and the area filled and compacted with 6 inches of macadam rock and screenings as above described for the John Street base.

GRADE. The grade of the upper surface of the curbing at the curb lines shall be at the elevation of the upper surface of the existing curbing except as otherwise described below in feet and hundredths above city datum. On John Street at the following points in feet North of the North line of Lincoln Highway on each curb line thereof: 200 feet at the existing curb elevations as follows: East curb 65.95, West curb 65.35; 250 feet, East curb 64.55, West curb 64.00; 300 feet East curb 63.52; West curb 63.10; 325 feet, East curb 63.10, West curb 62.70; 350 feet, East curb 62.80, West curb 62.50; 375 feet, East curb 62.60, West curb 62.40; 400 feet, East curb 62.70; West curb 62.50; 450 feet, East curb 62.85, West curb 62.70, 500 feet. East curb 63.00; West curb 63.00; the last above elevations being at the elevations of the existing curbing. At the curved curb corners at Locust Street and Pearl Street; the elevations at the points of tangency with the straight curbing shall be at the elevations of the existing curbing at such points. At the center of the curved curbing the elevations shall be as follows:- At Locust Street and John Street: North East curb corner 64.60, Southeast curb corner 64.10; at Pearl Street and Lincoln Highway at Southwest curb corner 78.00, at Southeast curb corner 78.65.

The top surface of the curbing shall extend along the curb lines between the various points of elevations and distances above given on uniform ascents or descents as the case may be.

CROWN. A transverse section of the finished pavement surface shall have a crown heighth equal to 1/100 of the pavement width between gutter lines for concrete pavement and 1/70 of the pavement width for bituminous pavement.

MANHOLES AND INLETS. For the purpose of surface drainage concrete manholes with 350 pound suburban style cast iron curb and gutter inlets shall be constructed and connected with storm water drains at the points along the curb and gutter areas where inlets now exist except at the North east curb corners at Harrison Street and Park Avenue where inlets now existing shall be left undisturbed.

GATE VALVE MANHOLES. Around and above each gate valve on the city water mains within the paved area concrete manholes shall be built.

STORM WATER DRAIN SEWER PIPE. Drain pipe of No. 1 Standard sewer pipe shall be laid in the parkway areas two feet from the curb lines to connect the inlets on John Street between Lincoln Highway and Locust Street with the 24 inch storm water drain 25 feet Northerly therefrom. The invert of the pipe shall be laid 2 feet below the grade of the curbing at the inlets and descend on a 1% grade to the main storm water drain.

The specific requirements for concrete materials and work shall be in accordance with the detailed specifications hereto attached and made a part hereof. The specific requirements of other materials and work in connection with manholes, inlets and drainage shall be in accordance with the detailed specifications hereto attached and made a part hereof.

ADJUSTMENT OF MANHOLE COVERS. All cast iron covers of existing manholes or fixtures of like nature shall be set to the grade of the pavement or gutter. The brick walls of the manholes shall be cut off, rebuilt, or added to, as the case may be to bring the manhole covers to the required grade. Brick required for new or additional manhole walls shall be hard burned, sound and laid with full mortar joints to the same thickness as the old walls.

GRADING. The area between gutter lines of the concrete curb and gutter when located as herein described for concrete pavement or as located on John Street and the wings of intersecting streets herein described and between the roadway faces of the existing stone curbing on Lincoln Highway for bituminous pavement shall be graded as herein provided. Grading shall include all cuts, fills, preparing and compacting sub-grade, moving of excess earth and road material above the sub-grade of the pavement metal and curb and gutter, and removing all excess earth or other material on parkway slopes within 3 feet of the curb lines. It shall be paid for in solid excavation only, by the cubic yard as determined by the engineer from grades and elevations as established herein. All excess excavated material not required to bring the sub-grade and parkways to the required elevations shall be deposited as directed by the committee on streets of the City Council. The average round trip free haul of all excavated material shall not exceed 4,000 feet. In cuts no excavations shall be made below the surface of the finished sub-grade. Necessary fills and embankments shall be formed of excavated material constructed in successive layers, each of which shall not exceed one foot in depth, extend entirely across the width to be filled, be thoroughly rolled with a ten ton roller, and then soaked and flooded with water and allowed to settle before the succeeding layer is placed. Along the parkway areas below curb grades the surface shall be brought to a uniform surface from the top of the curbing to the top of the sidewalk adjoining. Where the parkways are above the top of the curbs adjoining, the surface shall be graded from the top of the curb back for a distance of 3 feet to meet the existing parkway surface. At street intersections the entire parkway space between cross walks and the curbing shall be so graded. Where parkway grading is required, the surface shall be neatly leveled and smoothed to an even, uniform surface as directed by the engineer.

In the event that a condrete pavement (Type A) is selected all of the brick on Lincoln Highway shall be removed and delivered to the City at such points within the free round trip haul as may be required. The city shall furnish a level and convenient unloading ground and the contractor shall deliver the brick thereto the same to be racked up in neat order in tiers not exceeding 4 feet in heighth by the contractor. All broken brick and bats shall be left on the street to be removed with the excess gravel excavation. The stone curbing shall be carefully removed without breakage and delivered to the city at a convenient unloading ground.

In the event that a bituminous pavement of Types B or C shall be selected, the brick shall be removed over the area occupied by the old railroad ties on Lincoln Highway, the railroad ties removed and the space occupied by the ties replaced with gravel thoroughly compacted and the brick relaid on the gravel base to the required sub-grade of the two inch pavement metal surface. The cost of this work shall be merged as a part of the cost of the pavement, the length being 1500 feet and the width being 8 feet. The remaining brick surface where necessary shall be brought to the required subgrade of the two inch pavement metal surface by the addition of asphaltic concrete filler after the brick has been thoroughly cleaned and broomed. The asphaltic concrete for this purpose shall be of the materials and workmanship described in the detailed specifications for the same hereto attached and made a part hereof.

SUB GRADE. The sub-grade is herein defined as the surface immediately below the pavement wearing surface or curb and gutter brought to an elevation that will permit the construction of the pavement and curb and gutter of the vertical dimensions, and to the elevations, grades and crown herein provided. It shall be made uniform, solid and unyielding by thorough rolling with a 10 ton roller. All portions inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than 50 pounds, the face of which shall not exceed 100 square inches in area.

PAVEMENT SECTION. The roadway areas as herein described to be paved shall be paved with either a seven inch reinforced concrete pavement designated herein as Type A; or a two inch

Warrenite Bitulithic pavement designated herein as Type B; or a two inch asphaltic concrete pavement designated herein as Type C, whichever type may be selected by the Board after bids have been received on said types as provided by law.

The details of the requirements for said types of pavement construction shall be as particularly specified in the detailed specifications hereto attached and made a part hereof.

FINAL ACCEPTANCE. Before the pavement work shall be considered completed, the entire area improved shall be placed in a neat and orderly condition.

SECTION 2. The improvement provided for in this ordinance shall be constructed under the superintendence and to the satisfaction of the Board of Local Improvements of the said City of DeKalb, Illinois. All the material used shall be of the best quality, of a kind especially suited and adapted for the purpose for which it is to be used, and all necessary labor shall be performed in a workmanlike manner.

SECTION 3. That the recommendation of the Board of Local Improvement of the City of DeKalb for the passage of this ordinance and the construction of said improvement, and the estimated cost of said improvement made by J B Lindstrom, President and W M Hay, Engineer of the Board of Local Improvements of the City of DeKalb and on this 7th day of July A.D. 1925, presented to the City Council of said City, together with a draft of this ordinance, by said Board of Local Improvements, shall be, and the same are hereby approved.

SECTION 4. That the said improvement shall be made and the total cost and expense thereof including the sum of $1480.00 to be applied toward the costs of engineering and inspection, and including the sum of $1750.00 to be applied towards the payment of the expense of making, levying and collecting the special assessment herein provided for and other lawful expenses, excluding the cost of engineering and inspection aforesaid, as specified in section 94 of an Act of the General Assembly of the State of Illinois, entitled "An Act Concerning Local Improvements", approved June 14th, 1897, and all amendments thereto shall be raised and paid by special assessment in accordance with the provision of said act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvement" approved June 14th, 1897, and all amendments thereof; and that the said sum of $1480.00 shall be applied towards the costs of engineering and inspection connected with the above mentioned local improvement, and that the sum of $1750.00 shall be applied towards the expense of making, levying, and collecting the special assessment herein provided for and other lawful expenses, exclusive of engineering and inspection, as provided for in section 94 aforesaid and all amendments thereof of said act of the General Assembly of the State of Illinois aforesaid.

SECTION 5. That the aggregate amount of said assessment and each individula assessment, and also any assessment against the City of DeKalb, for public benefits shall be divided into ten installments in the manner and payable at the times provided by law. The first installment shall be due and payable on the second day of January next after the date of the first voucher issued on account of work done, the second installment one year thereafter, and so on annually until all installments are paid. All installments shall bear interest as herein provided for until paid at the rate of six per-cent per annum from the date of the first voucher issued on account of work done, which date shall be certified to by a certificate signed by the secretary of the Board of Local Improvements showing the date of the first voucher issued and the amount thereof an account of work done on said improvement, which certificate shall be filed by the Board of Local Improvements of said City of DeKalb in the office of the Clerk of the City Court of DeKalb, DeKalb County, Illinois, within thirty days after the date of the issuance of said first voucher; that the interest on each installment shall be payable on the second day of January next succeeding the date of first voucher issued aforesaid, the interest accrued up to that time on all unpaid installment shall be due and payable and collected with the installment, and thereafter the interest on all unpaid installments, then payable, shall be payable annually and be due and payable at the same time as the installment maturing in such year, and be collected therewith.

SECTION 6. For the purpose of anticipating the collection of the second and succeeding installments of said assessment for said improvement bonds shall be issued payable out of said installments, bearing interest at the rate of six per cent per annum as provided by law payable annually, and signed by the Mayor of said City and attested by the City Clerk of said City under the corporate seal thereof. Said bonds shall be issued in accordance with and shall in all respects conform to the provisions of the said Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvement", approved June 14th, 1897, and all amendments thereto.

SECTION 7. That the City Attorney of the said City, be and he is hereby directed to file a petition in the City Court of DeKalb, in said County and State, in the same of the City of DeKalb, praying that the necessary steps may be taken to levy a special assessment for said improvement in accordance with the provisions in this ordinance and said Act of said General Assembly aforesaid and all amendments thereto.

SECTION 8. All ordinance and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 9. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of the City of DeKalb on the 7th day of July A.D. 1925 and approved by the Mayor on the 7th day of July A.D. 1925.

J B Lindstrom
Mayor.

ATTEST:
G A Blackman
City Clerk.

For further information concerning this ordinance in regard to details relating to materials and construction refer to the ordinance in files.

To the Mayor and City Council of the City of DeKalb.

We herwith submit the draft of an ordinance for the improvement of the roadway on Lincoln Highway from the west end of the Steel trussed bridge over the Kishwaukee River westerly to the City limits, in the City of DeKalb, Illinois, together with an estimate of the cost of said improvement, as finally determined by this board, and we recommend the passage of the said ordinance and the making of the improvement described therein.

Respectfully submitted,

J B Lindstrom
President of the Board.

L D Chambers
Mark Biehl
Geo C Hallaron
H H Hanway
John L Berglund
Board of Local Improvements
in the City of DeKalb, Ill.

To the Board of Local Improvements of the City of DeKalb, DeKalb County, Illinois.

Gentlemen:

We herewith present an estimate of the cost of a local improvement in the City of DeKalb, DeKalb County, Illinois, described by resolution adopted by said Board as follows:

The Lincoln Highway from the west end of the steel trussed bridge over the Kishwaukee River westerly to the City limits of the City of DeKalb including the intersections at the Street entrance of the State Teachers College and Carroll Avenue be improved by grading and paving the roadway of Lincoln Highway within the existing stone curb lines in case a brick pavement is adopted, and between concrete curb and gutter lines as herein provided with the pavement edges 28.5 feet apart in case a concrete pavement is adopted and between concrete curb and gutter lines at said intersections with pavement edges 22 feet apart, be improved by grading construction of necessary circular manholes with 350 pound suburban style cast iron storm water inlets along curb lines of 3 feet internal diameter, 6 inch walls and base and not exceeding 6 feet average depth; construction of storm water drains consisting of No. 1 Standard sewer pipe beginning at said bridge and extending westerly in the north parkway of Lincoln Highway for 400 feet 10 inch pipe shall be laid and extending 400 feet westerly from thence 8 inch pipe shall be laid also across Lincoln Highway at this point to the Southerly curb line, thereof, also along Lincoln Highway from the City limits easterly 300 feet in the North parkway thereof 10 inch pipe shall be laid to Carroll Avenue and from thence North in Carroll Avenue for a distance of 500 feet 10 inch pipe shall be laid. On Both curb lines 800 feet west of said bridge and 400 feet west of said bridge new storm water inlets and manholes shall be constructed; adjustment of old stone curbing on Lincoln Highway to grade in case a brick pavement is adopted; construction of new concrete curb and gutter to new grades with curbing along existing curb lines on Lincoln Highway in case a concrete pavement is adopted; also at street intersection above described with curb 6 inches high and 6 inches wide, gutter including curb 18 inches wide and 7 inches deep, in sections 6 feet long with one half inch bitumen fibre matrix expansion joints in curb and gutter not more than 48 feet apart; with curb corners at said intersecting streets and entrances rounded on a radius of 14 feet on parkway edge of the curbing; and by paving either with a seven inch re-inforced concrete pavement on existing gravel base, properly graded to the subgrade of the pavement including the removal of the brick in the existing pavement on Lincoln Highway and all other excess material above subgrade herein desingated as bype A; or with three inch verticle fibre vitrified brick pavement with asphaltic filler on a 5 inch concrete base and one and one half in sand cushion, including removal of the brick

in the existing pavement on Lincoln Highway and all other excess material above subgrade herein designated as type B.

That said types A and B which every shall be adopted and the concrete curb and gutter shall be constructed in accord- and with detailed specifications relating to materials and construction on file in the office of the City Clerk.

THE ESTIMATES OF COST OF SUCH IMPROVEMENT AND ALL LAWFUL EXPENSES ATTENDING THE SAME AS PROVIDED BY LAW ARE AS FOLLOWS:

Reinforced Concrete Pavement seven inches thick, designated as Type A.

7466 square yards of steel reinforced concrete pavement 7 inches thick in sections not exceeding 48 feet in length, with bitumen fibre matrix expansion joints one half inch thick betwwen sections, each section uniformly reinforced with steel wire mesh reinforcing fabri weighing not less than 40 pounds per 100 sq. ft. and placed in the concrete 2½ inches below the furface thereof, including protection and cure of finished pavement complete in place $2.70 per Sq. Yd. $20158.20

480 cubic yards of gravel excavation in brick pavement base and other material above subgrade and removal of the same, not including brick and stone curbing at 80 cents per cu. yd. 384.00

876 cubic yards of existing brick pavement removed from Lincoln Highway at $1.25 per cu. yd 1095.00

100 cubic yards of stone curbing removed from Lincoln Highway at $1.50 per cu. yd 150.00

4650 lineal feet of concrete curb and gutter with curb 6 inches high and 6 inches wide; gutter including curb 18 inches wide and 7 inches deep, with vertical bitumen fibre matrix expansion joints one half inch thick in curb and gutter not exceeding 48 feet part, built in sections 6 feet long, complete in place at 80 cents per lineal foot 3720.00

4 concrete manholes with suburban style cast iron inlet frame and cover weighing not less than 350 pounds, of 3 feet internal diameter with 6 inch walls and base and not exceeding 6 feet average depth, including excavation, refilling and disposal of excavated material at $45.00 each 180.00

1200 lineal feet of No. 1 vitrified sewer pipe drain of 10 inch internal diameter, not exceeding 5 feet average depth, including excavation and backfilling complete in place at 80 cents per lineal foot. 960.00

430 lineal feet of No. 1 vitrified sewer pipe drain of 8 inch internal diameter, not exceeding 5 feet average depth, including excavation and backfilling, complete in place at 65 cents per lineal foot. 279.50

COST of Engineering and inspection 1346.00

Cost of Making, levying and collecting special assessments for said improvement and other expenses as provided by law 1615.00

Total $29887.70

BRICK PAVEMENT with ASPHALT FILLER, SAND CUSHION and CONCRETE BASE, DESIGNATED AS TYPE B.

7984 square yards three inch vertical fibre vitrified brick pavement, including asphalt filler, 1½ inch sand cushion and 5 inch concrete base composed of one part of Portland cement, 3 parts of sand and 5 parts of gravel properly moistened to best consistency for concrete work, complete in place at $3.40 per sq. yd. $27145.60

480 cubic yards of gravel excavation in old brick pavement base and other material above subgrade and removal of the same, not including old brick pavement and stone curbing at 80 cents per cu. yd. $384.00

876 cubic yards of existing brick pavement removed from Lincoln Highway at $1.25 per cu. yd 1095.00

330 feet of stone curbing adjusted to grade at 40 cents per lineal foot 132.00

130 lineal feet of concrete curb and gutter with curb 6 inches high and 6 inches wide; gutter including curb 18 inches wide and 7 inches deep, with vertical bitumen fibre matrix expansion joints one half inch thick in curb and gutter not exceeding 48 feet apart, built in sections 6 feet long, complete in place at 80 cents per lineal foot 104.00

4 concrete manholes with suburban style cast iron inlet frame and cover weighing not less than 350 pounds, of 3 feet internal diameter with 6 inch walls and base and not exceeding 6 feet average depth including excavation, refilling and disposal of excavated material at $45.00 each-180.00

1200 lineal feet of No. 1 vitrified sewer pipe frain of 10 inch internal diameter, not exceeding 5 feet average depth, including excavation and backfilling complete in place at 80 cents per lineal foot 960.00

430 lineal feet of No. 1 vitrified sewer pipe drain of 8 inch internal diameter, not exceeding 5 feet average depth, including excavation and backfilling complete in place at 65 cents per lineal foot. 279.00

Cost of Engineering and Inspection 1500.00

Cost of making, levying and collecting special assessments for said improvement and other expenses as provided by law-1800.00

Total. $33579.60

Wherever in the above items of cost concrete or brick pavement is specified also concrete for other purposes, the same shall conform to the detailed specifiations relating thereto on file in the office of the City Clerk.

We hereby certify that in our opinion the foregoing estimates do not exceed the probable cost of the proposed improvement and the lawful expenses attending the same.

Dated at DeKalb, Illinois, this 26th day of June A.D. 1925.

J B Linstrom.
President of the Board of Local
Improvements of the City of
DeKalb, Illinois.

W. M. Hay
Engineer for said Board.

AN ORDINANCE

Providing for the improvement of a portion of Lincoln Highway in the City of DeKalb by Special Assessment.

BE IT ORDAINED by the City Council of the City of DeKalb in the County of DeKalb and State of Illinois:

SECTION 1. That local improvement be and the same is hereby directed to be made within the City of DeKalb in the County of DeKalb and State of Illinois, the nature, character, locality and description of which shall be as follows: to-wit:

That Lincoln Highway from the West end of the steel trussed bridge over the Kishwaukee River westerly to the city limits of the City of DeKalb including the intersections at the street en-

trance to the State Teahcer's College and Carroll Avenue, be improved by grading and paving the roadway of Lincoln Highway within the existing stone curb lines in case a brick pavement is adopted, and between concrete curb and gutter lines as herein provided with the pavement edge 28.5 feet apart in case a concrete pavement is adopted and between concrete curb and gutter lines at said intersections with the pavement edges 22 feet apart, be improved by grading, construction of necessary circular concrete manholes with 350 pound suburban style cast iron storm water inlets along curb lines of 3 feet internal diameter, 6 inch walls and base and not exceeding 6 feet average depth; construction of storm water drains consisting of No. 1 Standard sewer pipe beginning at said bridge and extending westerly in the North Parkway of Lincoln Highway for 400 feet, 10 inch pipe shall be laid and extending 400 feet westerly from thence, 8 inch pipe shall be laid also across Lincoln Highway at this point to the Southerly curb line, thereof, also along Lincoln Highway from the City limits Easterly 300 feet in the North parkway thereof, 10 inch pipe shall be laid to Carroll Avenue and from thence North in Carroll Avenue for a distance of 500 feet 10 inch pipe shall be laid. On both curb lines 800 feet West of said bridge and 400 feet west of said bridge new storm water inlets and manholes shallbe constructed; adjustment of old stone curbing on Lincoln Highway to grade in case a brick pavement is adopted; construction of new concrete curb and gutter to new grades with curbing along existing curb lines on Lincoln Highway in case a concrete pavement is adopted; also at the street intersections above described with curb 6 inches high and 6 inches wide, gutter including curb 18 inches wide and 7 inches deep, in sections 6 feet lone with one half inch bitumen fibre matrix expansion joints in curb and gutter not more than 48 feet apart; with curb corners at said intersecting streets and entrances rounded on a radius of 14 feet on the parkway edge of the curbing; and by paving either with a seven inch reinforced concrete pavement on existing gravel base, properly graded to the subgrade of the pavement including the removal of the brick in the existing pavement on Lincoln Highway and all other excess material above subgrade herein designated as type A; or with a 3 inch vertical fibre vitrified brick pavement with asphaltic filler on a 5 inch concrete base and one and one half inch sand cushion, including removal of the brick in the existing pavement on Lincoln Highway and all other excess material above subgrade herein designated as type B.

That said types A and B whichever shall be adopted and the concrete curb and gutter shall be constructed in accordance with detailed specifications relating to materials and construction on file in the office of the City Clerk.

WORDS, PHRASES AND ABBREVIATIONS, when hereinafter mentioned, shall be construed as follows:

City shall mean the City of DeKalb; Board, shall mean the Board of Local Improvement of the City of DeKalb; Engineer, shall mean the engineer employed by the Board on this improvement. Contractor shall mean the person, firm or corporation to whom the construction work or any part therof shall be awarded. City Datum, shall mean that horizontal plane heretofore fixed and estalbished by the ordinance of the city as a basis for the calculation of elevations and grades in the city and is 100 feet below the top of the stone door step or sill at the entrance to the City Hall. Elevation, shall mean the vertical heighth above city datum. Curb Line, shall mean the edge of the Curbing adjoining the parkways and nearest to the street lines. Gutter Line, shall mean the line of the concrete gutter adjoining the concrete pavement. Walk Line, shall mean the edge of the sidewalk farthest from the center of the street.

EDGE OF PAVEMENT, shall mean the side lines of the pavement adjoining gutter lines, or other lines as may be herein prescribed. Crown, shall mean the convex top surface of the pavement curved along the arc of a parabola extending from edge to edge of pavement.

Crown Heighth, shall mean the vertical distance from a straight line passing through the top surface of the pavement at the edges thereof measured upwards to the top surface at a point midway between said edges.

Center Line of Pavement, on any street, shall mean a line equidistant between parallel curb lines or edges of the concrete

pavement and continued across intersecting streets on the lines herein described. Parkways, shall mean those portions of the streets between curb lines and sidewalks, or between curb lines and street lines where no sidewalks exist. Invert, shall mean the lowest inside surface of drain or sewer pipe when laid in place. Sewer Line, shall mean the cneter line of the crain or sewer pipe when laid in place. Size of Pipe, shall mean the inside diameter of the same. Abbreviations shall be as follows: St. for Street; Ave. for Avenue; N. for North; E. for East; S. for South; W. for West; Ft. for feet.

CENTER LINES. The center line of the pavement on Lincoln Highway shall be midway between existing curb lines. On Carroll Ave. and Normal Drive center lines shall be midway between existing curb lines and edges of existing pavement.

CURB LINES. The curb lines on Lincoln Highway shall coincide with the existing stone curb lines thereon. On Carroll Avenue and Normal Drive the curb lines shall be 12½ feet from and parallel to the cneter lines as above described and the curb lines at the curb corners with Lincoln Highway rounded on a radius of 14 feet. The curb lines shall be extended back to the North line of Lincoln Highway.

CONCRETE CURB AND GUTTER. For paving with a reinforced concrete pavement, concrete combined curb and gutter shall be constructed along the curb lines as above described. For paving with a brick pavement, new concrete curb and gutter shall be provided only along the curb lines at Carroll ave. and Normal Drive. The concrete curb and gutter shall be constructed to the dimensions herein before specified and as particularly described in the detailed specifications attached hereto relating to concrete materials and construction all of which are hereby made a part hereof.

GRADE. The grade of the upper surface of the curbing at the curb lines shall be at the elevation of the upper surface of the Existing curbing and at the center of the curved curbing at Normal Drive and Carroll Ave., the elevation of existing corner curbing shall be the elevation at the center of the curved curbing at the respective curb corners. At Normal Drive the curb shall extend back to Normal gate on an upward slope of one inch from the center of the curved curbing. At Carroll Ave. the curb shall extendback to the North line of Lincoln Highway on a downward slope of 4 inches from the center of the curved curbing.

CURBING AND PAVING OMITTED. At all private driveways or where requested by the owners of abutting lots for private driveways the upper 2½ inches of the curb portion of the curb and gutter shall be omitted and the surface shall uniformly descend from such elevation at the curb line to the lowest portion of the gutter surface at such places.

CROWN. A transverse section of the finished pavement surface shall have a crown heighth equal to 1/100 of the pavement width between gutter lines for concrete pavement, and 1/70 of the pavement width for brick pavement.

MANHOLES AND INLETS. For the purpose of surface drainage, concrete manholes with 350 pound suburban style cast iron curb and gutter inlets shall be constructed and connected with storm water drains one on each side of Lincoln Highway at 400 feet and 800 feet West of the East end of the improvement.

STORM WATER DRAIN SEWER PIPE. Drain pipe of No. 1 Standard sewer pipe shall be laid in the parkway areas two feet from the North curb line of Lincoln Highway at the locations and invert grades following. Beginning at the east end of the improvement a 10 inch drain sewer shall be cut through the west abuttment of the trussed bridge and properly cemented into place at an elevation of 59 feet above city datum and extend from thence westerly 400 feet uniformly ascending to an elevation of 60 feet; from thence westerly 400 feet an 8 inch pipe shall be laid from said elevation uniformly ascending to an elevation of 62 feet at the west end thereof; from thence the said 8 inch pipe shall extend across the pavement area of Lincoln Highway to the South curb line uniformly ascending to an elevation of 62.5 feet. From the city limits easterly 300 feet a 10 inch pipe shall be laid uniformly descending from an elevation of 71 feet at the west end to an elevation of 70 feet at the east end. From thence North in Carroll Ave. and parallel to the east line thereof a 10 inch pipe

shall be laid uniformly descending from an elevation of 70 feet at the South end to an elevation of 61 feet at the North and 500 feet distant therefrom.

The specific requirements for concrete materials and work shall be in accordance with the detailed specifications hereto attached and made a part hereof. The specific requirements of other materials and work in connection with manholes, inlets, and drainage shall be in accordance with the detailed specifications hereto attached and made a part hereof.

GRADING. The area between gutter lines of the concrete curb and gutter when located as herein described for concrete pavement or as located on Carroll Ave. and Normal Drive and between the roadway faces of the existing stone curbing on Lincoln Highway for brick pavement shall be graded as herein provided. Grading shall include all cuts, fills, preparing and compacting sub-grade, moving of excess earth and road material above the sub-grade of the pavement and curb and gutter, and removing all excess earth or other material on parkway slopes within 3 feet of the curb lines. It shall be paid for in solid excavation only, by the cubic yard as determined by the engineer from grades and elevations as established herein. All excess earth and gravel excavated material not required to bring the sub-grade and parkways to the required elevations shall be deposited on Carroll Ave. under direction of the Supt. of Public Works of DeKalb and any surplus shall be disposed of as directed by the committee on streets of the City Council. The average round trip free haul of all excavated materiall shall not exceed 4,000 feet. In cuts no excavations shall be made below the surface of the finished sub-grade. Necessary fills and embankments shall be formed of excavated material constructed in successive layers, each of which shall not exceed one foot in depth, extend entirely across the width to be filled, be thoroughly rolled with a ten ton roller, and then soaked and flooded with water and allowed to settle before the succeeding layer is placed. Along the parkway areas below curb grades the surface shall be brought to a uniform surface level transversely with the top of the curbing to the adjacent street lines. Where the parkways are above the top of the curbs adjoining, the surface shall be graded from the top of the curb back for a distance of 3 feet to meet the existing parkway surface. At street intersections the entire parkway space between cross walks and the curbing shall be so graded. Where parkway grading is required, the surface shall be neatly leveled and smoothed to an even, uniform surface as directed by the engineer.

All brick shall be removed from the area to be improved on Lincoln Highway and delivered to the city at such points within the free round trip haul as may be required. The city shall furnish a level and convenient unloading ground and the contractor shall deliver the brick thereto, the same to be racked up in neat order in tiers not exceeding 4 feet in heighth by the contractor. All broken brick and bats shall be left on the street to be removed with the excess gravel excavation. In case concrete pavement is adopted the stone curbing shall be carefully removed without breakage and delivered to the city at a convenient unloading ground. In either case the railroad ties in the roadway area of Lincoln Highway shall be removed, the space occupied by the ties replaced with gravel. The cost of this work shall be merged as a part of the cost of the pavement the length being 1550 feet and the width 8 feet.

SUB GRADE. The sub-grade is herein defined as the surface immediately below the pavement or curb and gutter brought to an elevation that will permit the construction of the pavement, concrete base, sand cushion and curb and gutter of the vertical dimensions, and to the elevations, grades and crown herein provided, for brick pavement, or to the sub-grade of the pavement slab for concrete pavement. It shall be made uniform, solid and unyielding by thorough rolling with a 10 ton roller. All portions inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than 50 pounds, the face of which shall not exceed 100 square inches in area.

PAVEMENT SECTION. The roadway areas as herein described to be paved shall be paved with either a seven inch reinforced concrete pavement designated herein as Type A or with a 3 inch vertical

fibre vitrified brick pavement with asphaltic filler on a 5 inch concrete base and 1½ inch sand cushion herein designated as Type B, whichever type may be selected by the Board after bids have been received on said types as provided by law.

The details of the requirements for said types of pavement construction shall be as particularly specified in the detailed specifications hereto attached and made a part hereof.

FINAL ACCEPTANCE. Before the pavement shall be considered completed, the entire area improved shall be placed in a neat and satisfactory condition.

SECTION 2. The improvement provided for in this ordinance shall be constructed under the superintendence and to the satisfaction of the Board of Local Improvements of the said City of DeKalb, Illinois. All the material used shall be of the best quality, of a kind especially suited and adapted for the purpose for which it is to be used, and all necessary labor shall be performed in a workmanlike manner.

SECTION. 3. That the recommendation of the Board of Local Improvements of the City of DeKalb for the passage of this ordinance and the construction of said improvement, and the estimate cost of said improvement made by J B Lindstrom , President and W. M. Hay, Engineer of the Board of Local Improvements of the City of DeKalb, on this 7th day of July A.D. 1925, presented to the City Council of said City, together with a draft of this ordinance, by said Board of Local Improvements, shall be, and the same are hereby approved.

SECTION 4. That the said improvement shall be made and the total cost and expense thereof including the sum of $1500 to be applied toward the costs of engineering and inspection, and including the sum of $1800 to be applied towards the payment of the expense of making, levying and collecting the special assessment herein provided for and other lawful expenses, excluding the cost of engineering and inspection aforesaid, as specified in section 94 of an Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements", approved June 14th, 1897, and all amendments thereto shall be raised and paid by special assessment in accordance with the provision of said act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements" approved June 14th, 1897, and all amendments thereof; and that the said sum of $1500 shall be applied towards the costs of engineering and inspection connected with the above mentioned local improvement, and that the sum of $1800 shall be applied towards the expense of making, levying, and collecting the special assessment herein provided for and other lawful expenses, exclusive of engineering and insepction, as provided for in section 94 aforesaid and all amendments thereof of said act of the General Assembly of the State of Illinois aforesaid.

SECTION 5. That the aggregate amount of said assessment and each individual assessment, and also any assessment against the City of DeKalb, for public benefits shall be divided into tne installments in the manner and payable at the times provided by law. The first installment shall be due and payable on the second day of January next after the date of the first voucher issued on account of work done, the second installment one year thereafter, and so on annually until all installments are paid. All installments shall bear interest as herein provided for until paid at the rate of six per-cent per annum from the date of the first voucher issued on account of work done, which date shall be certified to by a certificate signed by the secretary of the Board of Local Improvements showing the date of the first voucher issued and the amount thereof on account of work done on said improvement, which certificate shall be filed by the Board of Local Improvements of said City of DeKalb in the office of the clerk of the City Court of DeKalb, DeKalb County, Illinois, within thirty days after the date of the issuance of said first voucher; that the interest on each installment shall be payable on the second day of January next succeeding the date of first voucher issued aforesaid, the interest acrued up to that time on all unpaid installments shall be due and payable and collected with the installment, and thereafter the interest on all unpaid installments, then payable, shall be payable annuallyand be due and payable at the same time as the installment maturing in such

year, and be collected therewith.

SECTION 6. For the purpose of anticipating the collection of the second and succeeding installments of said assessment for said improvement bonds shall be issued payable out of said installments, bearing interest at the rate of six per-cent per annum as provided by law payable annually, and signed by the Mayor of said City and attested by the City Clerk of said City under the corporate seal thereof, Said bonds shall be issued in accordance with and shall in all respects conform to the provisions of the said Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," approved June 14th, 1897, and all amendments thereto.

SECTION 7. That the City Attorney of the said City be, and he is hereby directed to file a petition in the City Court of DeKalb, in said County and State, in the name of the City of DeKalb, praying that the necessary steps may be taken to levy a special assessment for said improvement in accordance with the provisions in this ordinance and said Act of said General Assembly aforesaid and all amendments thereto.

SECTION 8. All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 9. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of the City of DeKalb on the 7th day of July A.D. 1925 and approved by the Mayor on the 7th day of July A.D. 1925.

J. B. Lindstrom
Mayor.

ATTEST:

G. R. Blackman
City Clerk.

For further information concerning detailed specifications of materials and construction refer to ordinance in file.

To the Mayor and City Council of the City of DeKalb.

We herewith submit the draft of an ordinance for the improvment of the roadway of South Third Street from the south end of the existing pavement wing on said street to Taylor Street in the City of De Kalb, together with an estimate of the cost of said improvement, as finally determined by this Board, and we recommend the passage of said ordinance and the making of the improvement herein described.

Respectfully submitted,

J B Lindstrom.
President.

John L Berglund
Mark Biehl
Geo C Hallaron
H H Hanway
L D Chambers
Board of Local Improvements of the
City of DeKalb, Illinois.

To the Board of Local Improvements,
of the City of DeKalb.

Gentlemen:

We submit herewith an estimate of cost, in accordance with a resolution of said Board of Local Improvements of the City of DeKalb heretofore adopted as follows:

That Third Street from a line 330 Southerly from and parallel to Roosevelt Street to the South Section Line of Section 22, Township 40 North Range 4 East of the 3rd P. M., and the Taylor Street Wings adjoining within the area of Third Street, be improved by grading, construction of necessary circular manholes with inlets along curb and gutter lines of three feet internal diameter with six inch walls and base and not exceeding six feet average depth and 350 pound suburban style cast iron inlets frame and cover; paving with steel reinforced concrete pavement 7 inches thick with concrete combined curb and gutter at edges of pavement, except at the South edge on section line, with curb 4 inches high, 5 inches wide on top and sloping down on face side of curb to paving gutter surface at an angle of 45 degrees, gutter 24 inches wide and 7 inches deep, in section 6 feet long, with one half inch bitumen fibre matrix expansion joints in curb and gutter not more than 40 feet apart, with curb corners at street intersections rounded on a radius of 18 feet; and paved of the following width including curb and gutter: Third Street 27 feet, 13 1/2 feet on each side of center line thereof, on Taylor Street 15 feet including curb and gutter on North side only. All pavement and curb and gutter to be built in accordance with detailed specifications relating to materials and construction on file in the office of the City Clerk.

The estimate cost of such improvement, including all lawful expenses incident thereto is as follows:

2210 square yards of steel re-inforced concrete pavement 7 inches thick in sections not exceeding 40 feet in length with bitumen fibre matrix expansion joints one half inch thick between sections, each section uniformly re-inforced with steel wire mesh reinforcing fabric weighing not less than 40 pounds per 100 sq. ft. and placed in concrete two and one half inches below the surface thereof, including protection and cure of finished pavement complete in place at $2.70 per sq. yd. $5967.00

700 cubic yards of earth excavation of raod materials above sub grade including grading of proposed areas and parkways, removal of all surplus excavated material and preparation of subgrade to receive pavement and curb and gutter at 70 cents per cu. yd 490.00

1670 lineal feet of combined curb and gutter 24 inches wide, with one eighth inch mortar face, parkway side of curb and gutter 11 inches high, curb portion 4 inches high five inches wide on top and sloping down on face side of curb to paving gutter surface at an angle of 45 degrees, gutter 24 inches

wide including curb and seven inches deep in sections 6 feet long, with one half inch bitumen fibre matrix expansion joints in curb and gutter not more than 40 feet apart, complete in place at 90 cents per lineal foot 1503.00

100 lineal feet of soft steel protective plates 3/16 x 2 1/2 inches at exposed edge of pavement and firmly anchored thereto, complete in place at 20 cents per lineal foot 20.00

2 concrete manholes with storm water inlets of 3 feet internal diameter with 6 inch walls and base, including cast iron manhole frame, cover and inlet weighing not more than 350 pounds, not exceeding 6 feet average depth including excavation and refilling and disposal of excavated material complete in place at $45.00 each 90.00

Cost of Engineering and inspection. 403.50

Cost of Making, Levying and collecting special assessments, for said improvement and other lawful expenses as provided by law 484.20

$8957.70

Whenever concrete is above specified it shall consist of a thorough mixture of 1 part No. 1 Portland cement, 2 parts of clean sharp sand and 3 1/2 parts of clean hard gravel moistened to proper consistency for best work; when mortar is specified it shall mean the same proportions of cement and sand similarly treated.

We hereby certify, that in our opinion the foregoing estimate does not exceed the probable cost of the proposed improvement and the lawful expense attending the same.

Dated this 26th day of June A.D. 1925.

J B Lindstrom
President of the Board of Local Improvements.

W. M. Hay.
Engineer of Board of Local Improvements.

AN ORDINANCE

Providing for the improvement of a portion of Third Street in the City of DeKalb by special assessment.

BE IT ORDAINED by the City Council of the City of DeKalb in the County of DeKalb and State of Illinois:

Section 1. That a local improvement be and the same is hereby directed to be made within the City of DeKalb, in the County of DeKalb and State of Illinois, the nature, character, locality and description of which shall be as follows, to-wit:

That Third Street from a line 330 feet Southerly from and parallel to Roosevelt Street to the South section line of section 22, Township 40 North Range 4 East of the 3rd P. M., and the Taylor Street wings adjoining within the area of Third Street, be improved by grading, construction of necessary circular manholes with inlets along curb and gutter lines of three feet internal diameter with six inch walls and base and not exceeding six foot average depth and with 350 pound suburban style cast iron inlet frame and cover; paving with steel reinforced concrete pavement 7 inches thick with concrete combined curb and gutter at edges of pavement, except at the South edge on the section line, with curb 4 inches high, 5 inches wide on top and sloping down on face side of curb to paving gutter surface at an angle of 45 degrees, gutter 24 inches wide and 7 inches deep, in sections 6 feet long,

with one half inch bitumen fibre matrix expansion joints in curb and gutter not more than 40 feet apart, with curb corners at street intersections rounded on a radius of 18 feet; and paved of the following widths including curb and gutter; Third Street 27 feet, 13½ feet on each side of the center line thereof on Taylor Street 15 feet including curb and gutter on North side only. All pavement and curb and gutter to be built in accordance with detailed specifications relating to materials and construction on file in the office of the City Clerk.

WORDS, PHRASES AND ABBREVIATIONS. When hereinafter mentioned, shall be construed as follows:

City, shall mean the City of DeKalb. Board, shall mean the Board of Local Improvements of the City of DeKalb. Engineer, shall mean the Engineer employed by the Board on this improvement. Contractor, shall mean the person, firm or corporation to whom the construction work or any part thereof shall be awarded. City Datum, shall mean that horizontal plane heretofore fixed and established by the ordinance of the City as a basis for the calculation of elevations and grades in the City and is 100 feet below the top of the stone door step or sill at the entrance to the City Hall. Elevation, shall mean the vertical height above city datum. Curb Line, shall mean the edge of the curbing adjoining the parkways and nearest to the street lines. Gutter Line, shall mean the line of the concrete gutter adjoining the concrete pavement. Walk Line, shall mean the edge of the sidewalk farthest from the center of the street. Edge of Pavement, shall mean the side lines of the pavement adjoining gutter lines, or other lines as may be herein prescribed. Crown, shall mean the convex top surface of the pavement curved along the arc of a parabola extending from edge to edge of pavement.

CROWN HEIGHTH, shall mean the vertical distance from a straight line passing through the top surface of the pavement at the edges thereof measured upwards to the top surface at a point midway between said edges.

CENTER LINE OF PAVEMENT, on any street, shall mean a line equidistant between parallel curb lines or edges of the concrete pavement and continued across intersecting streets on the lines herein described. Parkways, shall mean those portions of the streets between curb lines and sidewalks, or between curb lines and street lines where no sidewalks exist.

CENTER LINES. The center line of the pavement on Third Street shall coincide with the center line thereof. On Taylor Street the section line shall be the South edge of the pavement.

CURB LINES. Concrete curb and gutter shall be laid on each side of Third Street 13½ feet from the center line thereof. On Taylor Street within the area of this improvement curb lines shall be parallel with the section line with the North curb line 15 feet from the section line. At street intersections the curb corners shall be rounded on a curb line radius of 18 feet. The curved curb lines shall be tangent to straight curb lines at the proper points as determined by the above radii.

CURBING AND PAVING OMITTED. At all private driveways or where requested by the owners of abutting lots for private drives the upper 2½ inches of the curb portion of the curb and gutter shall be omitted and the surface shall uniformly descend from such elevation at the curb line to the lowest portion of the gutter surface at such places.

GRADE. The grade of the upper surface of the curbing at the curb lines shall be at the elevations in feet and hundredths thereof immediately following the locations hereinafter described. N before the elevation figures denoting North Curb. E denoting East curb and W denoting West curb.

ON THIRD STREET at the following points in feet southerly from the South line of Roosevelt Street; 330 ft. W 107.43, E 107.36; 355 ft. W 107.20, E 107.20; 380 ft., W 106.70, E 106.70; 405 feet. W 106.00, E 106.10; 430 feet, W 105.00, E 105.20; 530 feet, W

101.00, E 101.20; 580 feet W 99.00. E 99.30; 630 feet, W 97.40, E 97.70; 680 feet. W 96.20, E 96.50; 730 feet. W 95.50. E 95.80; 780 feet, W 95.20. E 95.50; 830 feet. W 95.40, E 95.70; 1080 feet. W 96.90, E 97.20; 1115 ft., E 97.42; 1130 feet, W 97.20.

ON Taylor Street at the intersection of the East and West street lines of Third Street with the North curb line on Taylor Street the elevation of said curb on the west side of Third Street shall be 97.60 and on the East side of Third Street 97.70.

At the center of the curved vurbing at the curb corners at Taylor Street, elevations of top of curbing shall be as follows: Northeast Curb corner 97.50 Northwest curb corner 97.40. The top surface of the curbing shall extend along the curb lines between the various points of elevation and distances above given on uniform ascents or descents as the case may be.

CROWN. A transverse section of the finished pavement surface shall have a crown heighth equal to 1/100 of the pavement width between gutter lines. At Taylor Street the grade of the pavement surface along the center line of Third Street shall uniformly approach the grade of the point of intersection with the section line from crown heighths as above determined at the side lines of the street intersections at an elevation of 97.50 feet.

The elevation of the pavement surface along the section line on Taylor Street shall be as follows: At intersection with East line of Third Street 97.65 feet; at intersection with West line of Third Street 97.55 feet. The pavement surface at the Street intersection shall be crowned to conform to the center line section line and gutter line elevations as the same shall be determined from the elevations herein given.

CONCRETE CURB AND GUTTER. Along the curb lines at the locations and grades herein given, a concrete combined curb and gutter shall be constructed as more particularly described in the detailed specifications hereto attached and expressly made a part hereof.

All concrete, mortar, materials and work on connection therewith shall be in accordance with said detailed specifications.

MANHOLES WITH STORM WATER INLETS. For surface drainage 2 manholes with storm water inlets shall be located in the curb and gutter area one on each side of Third Street 780 feet Southerly from Roosevelt Street.

The specific requirements of materials and construction work for manholes and inlets shall be in accordance with the detailed specifications hereto attached and expressly made a part hereof.

GRADING AND PAVING. The area between the gutter lines when located and constructed as herein provided, and between all other lines wherein pavement has herein been specified, shall be graded and paved as herein provided. Grading shall include all cuts, fill, preparing and compacting sub-grade, moving of excess earth and raod material above the sub-grade of the pavement and curb and gutter, and removing all excess earth or other material on parkway slopes within 3 feet of the curb lines. It shall be paid for in solid excavation only, by the cubi yard as determined by the engineer from grades and elevations as established herein. All excess excavated material not required to bring the sub-grade and parkways to the required elevations shall be deposited without charge upon lots adjoining or assessed for the improvement, below grade with the consent of the owner. In case the demand for filling on such lots exceeds the supply, the filling shall extend back on each lot level with the sidewalk, or curb where there is no walk, an equal distance as near as may be determined in advance by the engineer. Any excess of escavated material not required for filling the said lots shall be disposeddof as directed by the committee on streets of the City Council. The average round trip free haul of all excavated material shall not exceed 1,000 feet. In cuts no excavations shall be made below the surface of the finished sub-grade. Along the parkway areas below curb grades the surface shall be brought to a uniform surface level transversely with the top of the curbing to the adjacent street lines or in a uniform plane to the top of the sidewalk adjoining where the same exists. Where the parkways are above the top of the curbs adjoining, the surface shall be graded from the top of the curb back for a distance of 3 feet

to meet the existing parkway surface. At street intersections the entire parkway space between cross walks and the curbing shall be so graded. Where parkway grading is required, the surface shall be neatly leveled and smoothed to an even, uniform surface as directed by the engineer.

SUB GRADE. The sub-grade is herein defined as the surface immediately below the pavement or curb and gutter brought to an elevation that will permit the construction of the pavement and curb and gutter of the vertical dimensions, and to the elevation, grades and crown herein provided. It shall be made uniform, solid and unyielding by thorough rolling with a 10 ton roller. All portions inaccessible to the roller shall be thoroughly tamped with a hand tamp weighing not less than 50 pounds, the face of which shall not exceed 100 square inches in area. Soft, spongy, unyielding spots shall be entirely removed and refilled with firm material properly compacted.

PAVEMENT SECTION. The sub-grade for the pavement shall be covered immediately after thoroughly sprinkling with water, with a steel reinforced concrete pavement 7 inches thick or deep, unless otherwise herein specifically provided to be paved. Said pavement shall then be constructed as more particularly specified in the detailed specifications, hereto attached and specifically made a part hereof.

SECTION 2. The improvement provided for in this ordinance shall be constructed under the superintendence and to the satisfaction of the Board of Local Improvements of the said City of DeKalb, Illinois. All the material used shall be of the best quality, of a kind especially suited and adapted for the purpose for which it is to be used, and all necessary labor shall be performed in a workmanlike manner.

SECTION 3. That the recommendation of the Board of Local Improvements of the City of DeKalb for the passage of this ordinance and the construction of said improvement, and the estimated cost of said improvement made by J B Lindstrom, Pres. and W M Hay, Engineer of the Board of Local Improvements of the City of DeKalb, on this 7th day of July A.D. 1925, presented to the City Council of said City, together with a draft of this ordinance, by said Board of Local Improvements, shall be, and the same are hereby approved.

SECTION 4. That the said improvement shall be made and the total cost and expense thereof including the sum of $403.50 to be applied toward the costs of engineering and inspection, and including the sum of $484.20 to be applied towards the payment of the expense of making, levying and collecting the special assessment herein provided for and other lawful expenses, excluding the cost of engineering and inspection aforesaid, as specified in section 94 of an Act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements," approved June 14th, 1897, and all amendments thereto shall be raised and paid by special assessment in accordance with the provision of said act of the General Assembly of the State of Illinois, entitled, "An Act Concerning Local Improvements" approved June 14th, 1897, and all amendments thereof; and that the said sum of $403.50 shall be applied towards the costs of engineering and inspection connected with the above mentioned local improvement, and that the sum of $484.20 shall be applied towards the expense of making, levying and collecting the special assessment herein provided for and other lawful expenses, exclusive of engineering and inspection, as provided for in section 94 aforesaid and all amendments thereof of said act of the General Assembly of the State of Illinois aforesaid.

SECTION 5. That the aggregate amount of said assessment and each individual assessment, and also any assessment against the City of DeKalb, for public benefits shall be divided into ten installments in the manner and payable at the times provided by law. The first installment shall be due and payable on the second day of January next after the date of the first voucher issued on account of work done, the second installment one year thereafter, and so on annually until all installments are paid. All installments shall bear interest as herein provided for until paid at the rate of six per-cent per annum from the date of the first voucher issued on account of work done, which date shall be certified to by a certificate signed by the secretary of the Board of Local

Improvements showing the date of the first voucher issued and the amount thereof on account of work done on said improvement, which certificate shall be filed by the Board of Local Improvements of said City of DeKalb in the office of the Clerk of the City Court of DeKalb, DeKalb County, Illinois, within thirty days after the date of the issuance of said first voucher; that the interest on each installment shall be payable on the second day of January next succeeding the date of first voucher issued aforesaid, the interest accrued up to that time on all unpaid installments shall be due and payable and collected with the installment, and thereafter the interest on all unpaid installments, then payable, shall be payable annually and be due and payable at the same time as the installment maturing in such year, and be collected therewith.

SECTION 6. For the purpose of anticipating the collection of the second and succeeding installments of said assessment for said improvement bonds shall be issued payable out of said installments, bearing interest at the rate of six per-cent per annum as provided by law payable annually, and signed by the Mayor of said City and attested by the City Clerk of said City under the corporate seal thereof. Said bonds shall be issued in accordance with and shall in all respects conform to the provisions of the said Act of the General Assembly of the State of Illinois, Entitled, "An Act Concerning Local Improvements," approved June 14th, 1897, and all amendments thereto.

SECTION 7. That the City Attorney of the said City be, and he is hereby directed to file a petition in the City Court of DeKalb, in said County and State, in the name of the City of DeKalb, praying that the necessary steps may be taken to levy a special assessment for said improvement in accordance with the provisions in this ordinance and said Act of said General Assembly aforesaid and all amendments thereto.

SECTION 8. All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 9. This ordinance shall take effect and be in force from and after its passage and approval as provided by law.

Passed by the City Council of the City of DeKalb on the 7th day of July A.D. 1925 and approved by the Mayor on the 7th day of July A.D. 1925.

J. B. Lindstrom
Mayor.

ATTEST:

G. R. Blackman
City Clerk.

For further information concerning the detailed specifications of this pavement refer to the ordinance in files.

AN ORDINANCE

Concerning the Protection of Public Traffic over the crossings at Street Intersections with the Right-of-Way and Railroad Tracks of the Chicago and Northwestern Railroad Company.

BE IT ORDAINED by the City Council of the City of De Kalb, in the County of DeKalb, in the State of Illinois:

SECTION 1. Removal of Gates. That the gates now used for the protection of traffic over the railroad tracks of the Chicago and Northwestern Railroad Company, at First Street, Fourth Street, Seventh Street, Ninth Street and Tenth Street, in said City shall be removed.

SECTION 2. Installation of Wig-Wag or Auto Flags. That the Chicago and Northwestern Railroad shall in place of the gates removed install in place thereof safety devices and applicances commonly called "Wig-Wag" and "Bell" or "Auto Flag and Bell" and "Stop and Go" signals which shall be manually controlled at the following crossings of said Company's tracks and street in said City viz: First Street, Second Street, Third Street, Fourth Street, Sixth Street, SeventhStreet Ninth and Tenth Streets.

SECTION 3. Flagmen's Cabins and Control Towers. Flagman's Cabins shall be placed at the crossings at First Street, Second Street, Third Street, Fourth Street, Sixth Street, Seventh Street, Ninth Street and Tenth Street and shall be Stucco Fireproof construction. The flagman's cabin at Fourth Street shall be placed on the South side of the railroad trackes and on the North side of Lincoln Highway. Fireproof Central Control Towers shall be placed in the following places viz., one somewhere between Seventh and Ninth Streets along the railroad company's right-of-way, taking into consideration public safety and best operation of the signals, and one at the North side of the railroad right-of-way between Third and Fourth Street. The tower placed between Third and Fourth Streets shall be constructed of brick.

SECTION 4. Flagman. Flagmen shall be stationed at the following crossings between the hours of seven A.M. and Eleven P.M. each day of the week, First Street, Second Street, Third Street Fourth Street, Sixth Street, Seventh Street, Ninth Street and Tenth Street. The Flagmen at Fourth Street shall be a deputized police officer of the City of DeKalb, and on duty each day of the week including Sunday during the entire twenty-four hours. The salary or wages received by said flagmen including the one at Fourth Street shall be paid by the Chicago and Northwestern Railroad Company.

SECTION 5. Number and Location of Signals. Two Wig-Wag and Bell signals shall be placed at each of the following crossings, First Street, Second Street, Third Street, Sixth Street, Seventh Street, Ninth Street and Tenth Street. They shall be placed one on each side of the tracks at said streets on the side of the right hand traffic approaching the crossing. At Fourth Street and Lincoln Highway there shall be four Stop and Go signals such as are commonly used to control street traffic at street intersections. These signals shall be so constructed as to signal East and West traffic to GO at regular intervals, and STOP North And South traffic during these intervals. At the end of said intervals the signals shall then signal the North and South traffic to GO and the East and West traffic to STOP. The intervals East and West traffic is moving and North and South is halted shall be the same length of time the North and South traffic is moving and the East and West traffic is halted. All four of said Stop and Go signals shall also be controlled by the control tower between Third Street and Fourth Street and when any Locomotive, Engine, Train of cars, Hand Car or movable conveyance owned by the Railroad Company is about to pass over said railroads right-of-way, at the intersection of Fourth Street and Lincoln Highway, the person in charge of said control tower shall set all four signals at STOP and at the same time start a signal Bell ringing until the crossing is cleared from the same. When any of the foregoing conveyances owned by the Railroad Company shall approach with 600 feet of said intersection said signals shall signal STOP and bell ring as aforesaid. The location of said Stop and Go signals shall be determined by the Committee on Streets and Alleys and representative of the Chicago Northwestern Railroad Company. Said Stop and Go signals shall be passed on as satisfactory by the Mayor, and Committee on Streets and Alleys of the City of DeKalb, Illinois, before installation.

SECTION 6. Dispensing with Flagmen. The Chicago and Northestern Railroad may at any time dispense with Flagmen at any crossing, except Fourth Street by obtaining consent thereto from the Committee of Streets and Alleys of the City Council of the City of DeKalb, Illinois if the said committee shall feet that public safety no longer requires such flagmen. Such consent must be in writing.

SECTION 7. Repealing Clause. All Ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed and this ordinance shall take effect and be in force after its passage as provided by law.

SECTION 8. This ordinance is declared to be urgent and necessary for the immediate preservation of the public peace, health and safety of the general public and shall therfore take effect and be in full force from and after its passage and approval as provided by law.

Passed by the City Council of the City of DeKalb, at an adjourned regular meeting thereof held on the 16th day of July A.D. 1925 and approved by me, this 16th day of July A.D. 1925.

J. B. Lindstrom
Mayor.

Attest:
G. R. Blackman
City Clerk.

AN ORDINANCE

Amending an ordinance Regulating the Parking and Operating of vehicles, and use of the streets within the City of DeKalb and imposing a penalty for the violation thereof.

BE IT ORDAINED by the City Council of the City of DeKalb, Illinois.

SECTION 1. That Section Two, Right of Way (a) be amended by adding the following:

Within the limits of this City, all vehicles entering upon Lincoln Highway from intersecting streets, shall come to a full stop before proceeding upon, along or across the same.

SECTION 2. This ordinance shall take effect and be in force from and after ten days of its passage, approval and publication, as provided by law.

Passed by the City Council of said City of DeKalb at a regular meeting thereof held on the 16th day of July A.D. 1925, and approved by me this 16th day of July, A.D. 1925.

J. B. Lindstrom
Mayor.

ATTEST:
G. R. Blackman
City Clerk.

Published July 21-1925.

AN ORDINANCE

for the levy and assessment of taxes for corporate purposes of the City of DeKalb for the fiscal year of said City ending April 30th., 1926.

BE IT ORDAINED by the City Council of the City of DeKalb, in the County of DeKalb and State of Illinois:

SECTION 1. The sum of Ninety Four Thousand Three Hundred Ninety-one Dollars and Thirty-one cents, ($94,391.31), the same being that part of the total appropriations heretofore made for corporate purposes of the City of DeKalb, a municipal corporation of DeKalb County, Illinois, to be collected from the tax levy for the currect fiscal year of said City, shall be and the same is hereby levied and assessed upon all real and personal property in said City subject to its municipal tax, as the same is assessed for State and County purposes for the current fiscal year of said City ending April 30th, 1926, the total amount of which has been ascertained by an ordinance passed by the City Council of said City, on the 7th day of July, 1925, and approved by the Mayor of said City, on the 7th day of July 1925, and published in The DeKalb Daily Chronicle, a daily secular newspaper of general circulation published and circulated in said City for at least six months preceding the date of publication of said ordinance therein, on the 14th day of July, 1925, the amount of said appropriations being as follows:

Salaries of City Officers	$6,500.00
Salaries and Expense of City Council	1,500.00
Fire Department Salaries and Maintenance	16,000.00
Police Department Salaries and Maintenance	14,000.00
Roads, Bridges, Streets and Alleys	8,500.00
Sidewalks	1,000.00
Waterworks Maintenance	5,000.00
Sewers and Drains Maintenance	2,500.00
Waterworks Pumping Account	16,000.00
Street Lighting	12,000.00
Maintenance Public Buildings	3,000.00
Maintenance of Rest Room	1,500.00
Maintenance of Health Department	1,500.00
Maintenance of Parks	2,000.00
Election Expense	1,200.00
Maintenance of City Court	500.00
Incidentals	700.00
Expense of the Board of Local Improvements	2,000.00
Extraordinary Repairs and Replacements	1,500.00
Permanent Improvements:-	
Public Improvement-Special Assessment	6,960.00
Fire Department Equipment	4,000.00
Police Department Equipment.b	1,500.00
Extension of Waterworks	15,000.00
Extension of Sewers and Drains	3,000.00
Extension Sidewalks	1,000.00
Extension Street Lighting System	500.00
	$128,860.00

Firemen's Pension Fund	$1392.10
Police Pension Fund	1044.00
Maintenance Public Hospital	11,600.00
Garbage Disposal	4,639.00
Maintenance Public Library	6,264.60
Waterworks Extension Bonds of 1912 due May 1st, 1926	2,000.00
Interest on Waterworks Extension Bonds of 1912 due 5/1/26 & 11/1/26	630.00
Waterworks Extension Bonds of 1921 due 9/1/25	1,000.00
Interest Waterworks Extension Bonds of 1921 due 9/1/25	166.67
Waterworks Extension Bonds of 1921 due 9/1/26	1,000.00

Interest on Waterworks Extension Bonds of 1921 due 3/1/26 & 9/1/26	950.00	
Public Hospital Bonds of 1916 due 3/1/26	2,000.00	
Interest on Public Hospital Bonds of 1916 due 3/1/26 & 9/1/26	1,372.50	
Public Hospital Bonds of 1920 due 9/1/26.	1,500.00	
Interest on Public Hospital Bonds 1920 due 3/1226 & 9/1/26	3,333.75	
Public Hospital Bonds of 1923 due 9/1/26.	1,000.00	
Interest on Hospital Bonds of 1923 due 3/1/26 & 9/1/26	1,250.00	41,142.62
		$170,002.62

The remaining amount of said appropriations shall be filled and raised from moneys on hand and not otherwise appropriated and from other sources of revenue of said City, the sum so levied and assessed being divided between said items of said appropriation as follows:

Salaries City Officers	$3,000.00
Salaries and Expenses City Council . . .	500.00
Fire Department Salaries and Maintenance	7,457.75
Police Department Salaries and Maint . .	7,000.00
Roads, Bridges and Streets & Alleys. . .	3,030.94
Sidewalks	800.00
Waterworks Maintenance	3,000.00
Waterworks Pumping.	4,500.00
Sewers and Drains Maintenance.	2,000.00
Street Lighting	4,000.00
Maintenance Public Buildings	1,000.00
Maintenance Health Department.	500.00
Maintenance Parks.	500.00
Election Expense	300.00
Maintenance City Court	300.00
Maintenance Rest Room.	500.00
Incidentals	1,000.00
Expense of Board of Local Improvements .	800.00
Extraordinary Repairs and Replacements .	800.00

Permanent Improvements:-

Fire Department Equipment.	800.00
Police Department Equipment.	800.00
Extension Waterworks	1,700.00
Extension Sewers and Drains.	1,500.00
Extension Sidewalks	300.00
Extension Street Lighting.	200.00
	$46,288.69

Firemen's Pension Fund	$1392.10
Police Pension Fund	1044.00
Public Benefits-Special Assessment .	6960.00
Maintenance Public Hospital. . . .	11600.00
Garbage Disposal	4639.00
Maintenance Public Library	6264.60
Waterworks Extension Bonds of 1912 due 5/1/26	2000.00
Interest on Waterworks Extension Bonds of 1912 due 5/1/26 & 11/1/26 .	630.00
Waterworks Extension Bonds of 1921 due 9/1/25 .b.	1000.00
Interest on Waterworks Extension Bonds of 1921 due 9/1/25	166.67
Waterworks Extension Bonds of 1921 due 9/1/26	1000.00
Interest on Waterworks Extension Bonds of 1921 due 3/1/26 & 9/1/26. .	950.00
Public Hospital Bonds of 1916 due 3/1/26	2000.00

Interest on Public Hospital Bonds of 1916 due 3/1/26 & 9/1/26	$1372.50	
Public Hospital Bonds of 1920 due 9/1/26. . . .	1500.00	
Interest on Public Hospital Bonds of 1920 due 3/1/26 & 9/1/26	3333.75	
Public Hospital Bonds of 1923 due 9/1/26. . . .	1000.00	
Interest on Public Hospital Bonds of 1923 due 3/1/26 & 9/1/26	1250.00	$48,102.62
		$94,391.31

SECTION 2. The City Clerk of said City is hereby directed to file with the County Clerk of DeKalb County, Illinois, on or before the Third Tuesday of September, A. D. 1925, a copy of this ordinance duly certified to by him under the corporate seal of said City, as provided by law.

Passed by the City Council of the City of DeKalb at a regular meeting held August 4th., 1925, and approved by me this 4th day of August, 1925.

J. B. Lindstrom
Mayor.

ATTEST.

G. W. Blackman
City Clerk.

585

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