AN ORDINANCE

Providing for the Improvement—Adjusting Storm Water Inlets, Manholes, Street Grades, Constructing New Storm Water Inlets, Constructing Concrete Combined Curb and Gutter Flags, Grading Roadways and Parkways and Paving the Roadways of a System of Streets as Follows, To-wit:

Highland avenue, from a point 20 feet north of the south line of Chicago avenue to the south line of Warren avenue; Warren avenue, from the west line of Highland avenue to the east line of Foote avenue; Foote avenue, from the north line of Belmont street to a point 146 feet southerly from the north line of Warren avenue (produced westerly in a straight line); Belmont street from the west line of Foote avenue to the west line of Oakwood avenue, and also all intersecting streets and alleys extended from the curb line to the street line produced on each side of each of the above specified streets or avenues, between said points, in the Village of Downers Grove, County of Du Page and State of Illinois.

Be it ordained by the President and Board of Trustees of the Village of Downers Grove, Du Page County, Illinois:

SECTION I.

Paragraph 1. That a local improvement be made in the Village of Downers Grove, Du Page County, Illinois, as follows, that Highland avenue, from a point 20 feet north of the south line of Chicago avenue to the south line of Warren avenue; Warren avenue, from the west line of Highland avenue to the east line of Foote avenue; Foote avenue, from the north line of Belmont street to a point 146 feet southerly from the north line of Warren avenue (produced westerly in a straight line); Belmont street, from the west line of Foote avenue to the west line of Oakwood avenue, and also all intersecting streets and alleys extended from the curb line to the street line produced on each side of each of the above specified streets or avenues between said point be graded, drained, paved and improved as a connected system.

Paragraph 2. The said pavement shall be a brick pavement 12 feet in width on each side of the center line of said streets or avenues, except as hereinafter described; that said pavement shall be 12 feet in width on each side of the center line of the return or junctions of streets on Highland avenue; that the south return on Warren avenue at Main street shall be 21.5 feet in width on each side of the center line of Main street; that the north return on Warren avenue at Main street shall be 12 feet in width on each side of the center line of said Main street; that the return or junctions on Belmont street shall be 12 feet in width, except the north return or junction at Linscott avenue, which shall be 10½ feet in width on each side of the center line of said Linscott avenue; that the alley return or junction on the north side of Belmont street shall be 5 feet in width on each side of the center line of said alley; said measurements to be made at right angles to the center line of said street and avenues and respective intersecting and joining streets, avenues and alleys.

Paragraph 3. All measurements for width shall be measured at right angles to the center of the street measured, and the width of said brick pavement is hereby fixed at the width as aforesaid, that on each side of said brick pavement shall be constructed a combined concrete curb and gutter flag, 2 feet in width, the gutter flag of said curb and gutter shall be 18 inches in width, and the curb shall be six inches in width; this curb and gutter shall be so placed on each side of the aforesaid pavement, so as to give a driveway of pavement and concrete gutter flag 27 feet in width between the curb on said Highland avenue, Warren avenue, Foote avenue and Belmont street, and all street intersections or junctions on Highland avenue, Warren avenue, Foote avenue and Belmont street, except the south return on Warren avenue at Main street, which shall be 46 feet in width between the curbs, and the north return on Belmont street on Linscott avenue, which shall be 24 feet in width between the curb, the alley return to the north of Belmont street and west of Foote avenue shall be paved, omitting the concrete gutter, said pavement in this alley return to be 10 feet in width between curbs. That the finished grade of the curbs, gutter flags and the finished grade of the brick pavement is hereby established as follows:

HIGHLAND AVENUE GRADES.

Paragraph 4. Beginning at the northerly line of Warren avenue produced easterly in a straight line, and thence measuring northerly in Highland avenue, (from said line produced) along the curb line, also along the edge of the concrete gutter flag next to the brick pavement, and also along the center line of the brick pavement as herein provided for; the elevation above established Village datum of the finished grade of the top surface of the said concrete curb and the elevation above established Village datum of the finished grade of the top surface of that part of the concrete gutter flag next to the brick pavement, and the elevation above established Village datum of the finished grade of the top surface of the brick pavement at the center line of said Highland avenue, shall be as shown in the following table of grades, and grades of the said curb and gutter flag and brick pavement at intermediate points of those given shall be proportional to those given, and all measurements for distance in this table shall be made from the northerly line of Warren avenue, unless otherwise noted, and said grades are hereby established as follows, to-wit:

TABLE OF GRADES.

Distance from the north line of Warren Ave. produced easterly in a straight line.	Elevation of "finished grade" of east curb.	Elevation of "finished grade" of east gutter flag.	Elevation of "finished grade" of center of pavement.	Elevation of "finished grade" of west gutter flag.	Elevation of "finished grade" of west curb.
On the north line	41.60	41.20	41.20	40.70	41.10
50 feet north	39.50	39.10	39.50	38.80	39.20
100 feet north	36.40	36.00	36.50	36.00	36.40
150 feet north	33.80	33.10	33.90	33.40	33.80
200 feet north	31.90	31.50	32.00	31.50	31.90
214 feet north			31.70	31.20	31.60
250 feet north	30.90	30.50	31.00	30.50	30.90
300 feet north	31.10	30.75	31.25	30.75	31.10
350 feet north	31.30	30.90	31.40	30.90	31.30
400 feet north	31.50	31.10	31.60	31.20	31.60
450 feet north	31.90	31.50	32.00	31.80	32.20
500 feet north	32.30	31.90	32.40	32.40	32.80
550 feet north	32.70	32.30	32.80	32.80	33.20
600 feet north	33.30	32.50	33.40	33.40	33.80
650 feet north	33.70	33.30	33.80	33.80	34.20
700 feet north	34.20	33.80	34.30	34.30	34.70
750 feet north	34.70	34.30	34.80	34.80	35.20
800 feet north	35.20	34.80	35.30	35.30	35.70
825 feet north	35.50	35.10	35.60	35.60	36.00
857 feet north			36.25	36.25	36.75
875 feet north	36.70	36.10	36.80	36.80	37.20
900 feet north	37.60	37.20	37.70	37.70	38.10
925 feet north	38.70	38.30	38.80	38.80	39.20
955 feet north	40.10	39.75	40.20		
975 feet north	41.30	40.90	41.40	41.40	41.80
1000 feet north	42.50	42.10	42.60	42.60	43.00
1050 feet north	44.90	44.50	45.00	45.00	45.40
1075 feet north	46.00	45.60	46.10	46.10	46.50
1100 feet north	46.90	46.50	47.00	47.00	47.40
1125 feet north	47.80	47.40	47.90	47.90	48.30
1150 feet north	49.10	49.00	48.70	48.70	49.10
1175 feet north	49.80	49.40	49.10	49.10	49.60
1200 feet north	49.40	49.00	49.50	49.50	49.90
1250 feet north	49.40	49.00	49.50	49.30	49.70
1300 feet north	49.10	48.70	49.20	49.00	49.40
1350 feet north	49.00	48.60	49.10	48.70	49.10
1400 feet north	49.50	49.10	49.60	49.10	49.50
1450 feet north	50.10	50.00	50.50	50.00	50.40
1500 feet north	51.40	51.00	51.50	51.00	51.40
1516 feet north			52.00		
1550 feet north	52.60	52.20	52.70	52.20	52.60
1600 feet north	53.60	53.20	53.70	53.20	53.60
1650 feet north	54.70	54.30	54.80	54.30	54.70
1700 feet north	55.90	55.50	56.00	55.50	55.90
1750 feet north	57.40	57.00	57.50	57.00	57.40
1775 feet north	58.00	57.60	58.10	57.50	58.00
1800 feet north	58.40	58.00	58.50	58.00	58.40
1850 feet north	58.60	58.20	58.70	58.20	58.60
1900 feet north	58.10	57.70	58.20	57.70	58.10
1950 feet north	57.90	57.50	58.00	57.50	57.90
1975 feet north	58.20	57.80	58.30	57.80	58.20
2000 feet north	58.70	58.30	58.80	58.30	58.70
2050 feet north	60.30	59.90	60.40	59.90	60.30
2100 feet north	61.60	61.20	61.70	61.20	61.60
2144 feet north	62.00	61.60	62.10	61.60	62.00
2164 feet north			62.40		

And beginning at the northerly line of Warren avenue, produced easterly in a straight line, and then measuring southerly in Highland avenue (from said line produced) along the curb lines, also along the edge of the concrete gutter flag next to the brick pavement, and also along the center line of the brick pavement as herein provided for, the elevation above established Village datum of said concrete curb and the elevation above the established Village datum of the finished grade of the top surface of that part of the concrete gutter next to the brick pavement, and the elevation above established Village datum of the finished grade of the top surface of the brick pavement at the center line of said Highland avenue shall be as shown in the following table of grades, and grades of the said curb and gutter flag and brick pavement at intermediate points of those given shall be proportional to those given, and all measurements for distance in this table shall be made from the northerly line of Warren avenue, and said grades are hereby established as follows, to-wit:

TABLE OF GRADES.

Distance from the north line of Warren Ave. produced easterly in a straight line.	Elevation of "finished grade" of east curb.	Elevation of "finished grade" of east gutter flag.	Elevation of "finished grade" of center of pavement.	Elevation of "finished grade" of west gutter flag.	Elevation of "finished grade" of west curb.
33 feet south of the north line	41.90	41.50	42.00		
66 feet south of the north line	41.90	41.50	42.00	41.50	41.90

BELMONT STREET GRADES.

Beginning at the westerly line of Oakwood avenue produced southerly in a straight line, and thence measuring easterly in Belmont street (from said line produced) along the curb line, also along the edge of the concrete gutter flag next to the brick pavement, and also along the center line of the brick pavement as herein provided for, the elevation above the established Village datum of the finished grade of the top surface of the said concrete curb, and the elevation above established Village datum of the finished grade of the top surface of that part of the concrete gutter flag next to the brick pavement, and the elevation above established Village datum of the finished grade of the top surface of the brick pavement of the center line of said Belmont street, shall be as shown in the following table of grades, and grades of the said curb and gutter flag and brick pavement at intermediate points of those given shall be proportional to those given, and all measurements for distance in this table shall be made from the westerly line of Oakwood avenue, unless otherwise noted, and said grades are hereby established as follows, to-wit:

TABLE OF GRADES.

Distance from the west line of Oakwood Ave. produced southerly in a straight line.	Elevation of "finished grade" of south curb.	Elevation of "finished grade" of south gutter flag.	Elevation of "finished grade" of center of pavement.	Elevation of "finished grade" of north gutter flag.	Elevation of "finished grade" of north curb.
On the west line	34.90	34.50	35.00	34.50	34.90
50 feet east	35.10	34.70	35.20	34.70	35.10
100 feet east	35.20	34.80	35.30	34.80	35.20
150 feet east	35.40	35.00	35.50	35.00	35.40
200 feet east	35.50	35.10	35.60	35.10	35.50
250 feet east	35.40	35.00	35.50	35.00	35.40
300 feet east	35.00	34.60	35.10	34.60	35.00
350 feet east			34.40		
400 feet east	33.90	33.40	34.00	33.40	33.90
450 feet east	33.90	33.40	34.10	33.40	33.90
500 feet east	34.10	33.70	34.20	33.70	34.10
550 feet east	34.40	33.90	34.30	33.80	34.20
600 feet east	34.70	34.20	34.50	34.00	34.40
650 feet east	35.20	34.80	34.70	34.20	34.60

700 feet east	35.30	34.90	34.70	34.20	34.60
750 feet east	34.60	34.20	34.20	33.70	34.10
800 feet east	33.50	33.10	33.40	32.90	33.30
850 feet east	32.30	31.90	32.40	31.90	32.30
900 feet east	31.20	30.80	31.30	30.80	31.20
950 feet east	30.10	29.70	30.20	29.70	30.10
1000 feet east	29.10	28.70	29.20	28.70	29.10
1050 feet east	28.30	27.90	28.40	27.90	28.30
1100 feet east	27.80	27.40	27.90	27.40	27.80
1150 feet east	27.60	27.20	27.70		
1200 feet east	27.50	27.10	27.60	27.10	27.50
1250 feet east	27.60	27.20	27.70	27.20	27.60
1300 feet east	27.70	27.30	27.80	27.30	27.70
1350 feet east	27.80	27.40	27.90	27.40	27.80
1400 feet east	28.00	27.60	28.10	27.60	28.00
1450 feet east	28.20	27.80	28.30	27.80	28.20
1500 feet east	28.30	27.90	28.40	27.90	28.30
1550 feet east	28.50	28.10	28.60	28.10	28.50
1600 feet east	28.60	28.20	28.70	28.20	28.60
1649 feet east	28.80	28.40	28.90	28.40	28.80

WARREN AVENUE GRADES.

Beginning at the easterly line of Foote avenue, and thence measuring easterly in Warren avenue along the curb line, also along the edge of the concrete gutter flag next to the brick pavement, also along the center line of the brick pavement as herein provided for, the elevation above the established Village datum of the finished grade of the top surface of the said concrete curb, the elevation above the established Village datum of the finished grade of the top surface of that part of the concrete gutter flag next to the brick pavement and the elevation above established Village datum of the finished grade of the top surface of the brick pavement at the center line of the said Warren avenue, shall be as shown in the following table of grades, and grades of the said curb and gutter flag and brick pavement at intermediate points of those given shall be proportional to those given, and all measurements for distance in this table shall be made from the easterly line of Foote avenue unless otherwise noted, and said grades are hereby established as follows, to-wit:

TABLE OF GRADES.

Distance from the east line of Foote Ave.	Elevation of "finished grade" of south curb.	Elevation of "finished grade" of south gutter flag.	Elevation of "finished grade" of center of pavement.	Elevation of "finished grade" of north gutter flag.	Elevation of "finished grade" of north curb.
On the east line of Foote Ave.	31.50	31.10	31.60	31.10	31.50
50 feet east	32.60	32.20	32.70	32.20	32.60
100 feet east	34.10	33.70	34.20	33.70	34.10
150 feet east	35.80	35.40	35.90	35.80	35.10
200 feet east	37.20	36.80	37.30	36.80	37.20
250 feet east	38.20	37.80	38.30	37.80	38.20
300 feet east	38.80	38.40	38.90	38.40	38.80
350 feet east	38.90	38.50	39.00	38.50	38.90
400 feet east	38.70	38.30	38.80	38.30	38.70
450 feet east	38.70	38.30	38.80	38.30	38.70
500 feet east	38.90	38.50	39.00	38.50	38.90
550 feet east	39.50	39.10	39.60	39.10	39.50
600 feet east	40.40	40.00	40.50	40.00	40.40
643 feet east	41.50	41.10	41.60	41.10	41.50

FOOTE AVENUE GRADE.

Beginning at the northerly line of Belmont street (produced easterly in a straight line), and thence measuring southerly in Foote avenue along the curb line, also along the edge of the concrete gutter flag next to the brick pavement, also along the center line of the brick pavement, as herein provided for, the elevation above the established Village datum of the finished grade of the top surface of the said concrete curb, and the elevation above the established Village datum of the finished grade of the top surface of that part of the concrete gutter flag next to the brick pavement, and the elevation above the established Village datum of the finished grade of the top surface of the brick pavement of the center line of the said Foote avenue, shall be as shown in the following table of grades, and grades of the said curb and gutter flag and brick pavement at intermediate points of those given shall be proportional to those given, and all measurements for distance in this table shall be made from the northerly line of Belmont street, and said grades are hereby established, to-wit:

TABLE OF GRADES.

Distance from the north line of Belmont St.	Elevation of "finished grade" of east curb.	Elevation of "finished grade" of east gutter flag.	Elevation of "finished grade" of center of pavement.	Elevation of "finished grade" of west gutter flag.	Elevation of "finished grade" of west curb.
On the north line of Belmont St.	28.90	28.50	29.00	28.50	28.90
50 feet south	29.10	28.70	29.20		
100 feet south	30.00	29.60	30.10	29.60	30.00
154 feet south			31.80	31.20	31.60
200 feet south	34.70	34.30	34.80	34.30	34.70
248 feet south	38.90	38.50	39.00	38.50	38.90

GRADES FOR RETURNS OR JUNCTIONS AT INTERSECTING STREETS ARE HEREBY ESTABLISHED AS FOLLOWS, TO-WIT:

The elevation above established Village datum of the finished grades of the top surface of the said concrete curb, and the elevation above the established Village datum of the finished grade of the top surface of that part of the concrete gutter flag next to the brick pavement, and the elevation above established Village datum of the finished grade of the top surface of the brick pavement of intersecting streets are hereby established as follows, to-wit:

At the return or junction of Belmont street to the north at Oakwood avenue, elevations given for the north line of Belmont street shall be as follows: Elevation of finished grade of east curb, 35.30; elevation of finished grade of east gutter flag, 34.90; elevation of finished grade of center of brick pavement, 35.40; elevation of finished grade of west gutter, 34.90; elevation of finished grade of west curb, 35.30.

At the return or junction of Belmont street to the north, at Middaugh avenue, elevation given for the north line of Belmont street shall be as follows: Elevation of finished grade of east curb, 34.10; elevation of finished grade of east gutter flag, 33.70; elevation of finished grade of center of brick pavement, 34.20; elevation of finished grade of west gutter, 33.70; elevation of finished grade of west curb, 34.10.

At the return or junction of Belmont street to the south at Middaugh avenue, elevations given for the north line of Belmont street shall be as follows: Elevation of finished grade of east curb, 34.10; elevation of finished grade of east gutter flag, 33.70; elevation of finished grade of center of brick pavement, 34.20; elevation of finished grade of west gutter, 33.70; elevation of finished grade of west curb, 34.10.

At the return or junction of Belmont street to the north at Saratoga street, elevations given for the north line of Belmont street shall be as follows: Elevation of finished grade of east curb, 27.60; elevation of finished grade of east gutter flag, 27.20; elevation of finished grade of center of brick pavement, 27.70; elevation of finished grade of west gutter flag, 27.20; elevation of finished grade of west curb, 27.60.

At the return or junction of Belmont street to the north of Linscott avenue, elevations given for the north line of Belmont street shall be as follows: Elevation of finished grade of east curb, 34.60; elevation of finished grade of east gutter flag, 34.20; elevation of finished grade of center of brick pavement, 34.70; elevation of finished grade of west gutter, 34.20; elevation of finished grade of west curb, 34.60.

At the return or junction of Warren avenue to the north at Main street, elevations given for the north line of Warren avenue shall be as follows: Elevation of finished grade of east curb, 38.40; elevation of finished grade of east gutter flag, 38.00; elevation of finished grade of center of brick pavement, 38.50; elevation of finished grade of west gutter flag, 38.00; elevation of finished grade of west curb, 38.40.

At the return or junction of Warren avenue to the south at Main street elevations given for the south line of Warren avenue shall be as follows: Elevation of finished grade of east curb, 39.60; elevation of finished grade of east gutter flag, 39.40; elevation of finished grade of center of finished pavement, 39.70; elevation of finished grade of west gutter, 39.40; elevation of finished grade of west curb, 39.60.

At the return or junction of Highland avenue to the east of Rogers street, elevations given for the east line of Highland avenue shall be as follows: Elevation of finished grade of south curb, 32.30; elevation of finished grade of south gutter flag, 31.55; elevation of finished grade of center of brick pavement, 31.30; elevation of finished grade of north gutter flag, 30.80; elevation of finished grade of west curb, 31.00.

At the return or junction of Highland avenue to the east at Franklin street elevations given for the east line of Highland avenue shall be as follows: Elevation of finished grade of south curb, 35.50; elevation of finished grade of south gutter flag, 35.30; elevation of finished grade of north gutter flag, 35.80; elevation of finished grade of north curb, 36.20; elevation of finished grade of center of brick pavement, 35.80.

At the return or junction of Highland avenue to the west at Franklin street, elevations given for the west line of Highland avenue shall be as follows: Elevation of finished grade of south curb, 41.80; elevation of finished grade of south gutter flag, 41.20; elevation of finished grade of center of brick pavement, 41.70; elevation of finished grade of north gutter, 41.70; elevation of finished grade of north curb, 42.30.

At the return or junction of Highland avenue to the west at Prairie avenue, elevations given for the west line of Highland avenue shall be as follows: Elevation of finished grade of south curb, 51.80; elevation of finished grade of south gutter flag, 51.40; elevation of finished grade of center of brick pavement, 51.90; elevation of finished grade of north gutter, 51.40; elevation of finished grade of north curb, 51.80.

At the return or junction of Highland avenue to the east at Prairie avenue, elevations given for the east line of Highland avenue shall be as follows: Elevation of finished grade of south curb, 53.30; elevation of finished grade of south gutter flag, 53.00; elevation of finished grade of center of brick pavement, 53.50; elevation of finished grade of north gutter flag, 53.50; elevation of finished grade of north curb, 53.90.

At the return or junction of Highland avenue to the west at Chicago avenue, elevations given for the west line of Highland avenue shall be as follows: Elevation of finished grade of south curb, 62.10; elevation of finished grade of south gutter, 61.70.

At the return or junction of Highland avenue to the east at Chicago avenue elevations given for the east line of Highland avenue shall be as follows: Elevation of finished grade of south curb, 62.10; elevation of finished grade of south gutter, 61.70.

At the return or junction of Belmont street to the north at the alley west of Foote avenue, elevation given for the north line of Belmont street shall be as follows: Elevation of finished grade of west curb, 28.50; elevation of finished grade of center of brick pavement, 28.60; elevation of finished grade of east curb, 28.65; elevation of finished brick pavement next to the face of the curb on the west side of said alley, 28.30; elevation of the finished grade of the brick pavement next to the curb on the east side of said alley shall be 28.40.

Paragraph 5. The figures showing the finished grade of the curb and the finished grade of the gutter flag, and the elevation of the finished grade at the center of the said brick pavement, are intended to show the elevation in feet and decimals, of the surface of said curb gutter flag and finished brick pavement above datum; and the word "datum" wherever used in this ordinance refers to the datum plane as heretofore established by ordinance, and the word "elevation" wherever used in this ordinance refers to heights above datum plane; and where any part of the finished brick pavement therein provided for shall join or intersect any present pavement, curb or gutter flag, the grade of said finished brick pavement from the present pavement, curb and gutter flag, shall coincide at such points of junction or intersection.

Paragraph 6. A combined concrete curb and gutter shall be constructed on each side of the roadways to be paved, except across the roadway of all intersecting streets and alleys between said points, and on each side of the returns or junctions of streets and alley, except that the gutter shall be omitted in the alley return or junction to the north of Belmont street and west of Foote avenue. The curb and gutter flag at intersecting streets, avenues and alley, shall be constructed to true curves tangent to the intersecting curb lines proper, and shall coincide at such points of junction or intersection. The radius of the curve to which the face of the curb (that part of curb next to the edge of pavement) shall conform, shall be 10 feet for intersecting streets and avenues, and the radius of the curve to which the face of the curb shall conform shall be 4 feet for the intersecting alley. Except as above specified, the curb shall be constructed parallel with the center line of the respective roadways to be paved. Said combined concrete curb and gutter shall be in dimension and form as follows: The curb shall be 6 inches in thickness and 15 inches in depth, measured from top to bottom of curb. The gutter flag shall be 6 inches in thickness and shall project 18 inches from the inner face of the curb toward the center of the roadway. And the finished grade of the top surface of the gutter flag where it connects with the face of the curb shall be 1½ inches below the finished grade as given for that part of the gutter flag where it joins or connects with the brick pavement.

The concrete required in construction of said curb and gutter shall be composed by volume of one part Portland cement, 2 parts clean, sharp Torpedo sand, and 4 parts of broken limestone, with enough water added to form the proper consistency; no particle of the limestone shall exceed one inch in its largest dimensions, and of which the smallest particle shall be retained upon a sieve of one-quarter mesh, and said broken limestone shall be so proportioned as to size that the particles passing a sieve of ¾-inch mesh will fill the void of the particles retained on such sieve without more than 10 per cent excess of the small particles. One part by volume of Portland cement, mixed with two parts of clean, sharp Torpedo sand, with enough water added to form the proper consistency, shall be used for the surfacing of the top and exposed face of the curb and gutter. The surfacing coat shall not be less than ¾ of an inch in thickness, and shall be evenly troweled and broomed. Trenches shall be excavated to sufficient width to receive the curb and gutter, and necessary molding frames at the grades hereinbefore specified, and the curb and gutter trenches shall be excavated to a depth of 6 inches below the underside of the curb and gutter flag, and shall be filled with cinders 6 inches in depth, after having been well flooded with water and rammed with a rammer. Said molding frames shall be securely fastened in place and shall be carefully brought to line and grade before they are filled with concrete.

The curb and gutter shall be constructed in sections not less than 4 feet nor more than 6 feet in length.

The aforesaid cement and sharp Torpedo sand shall be thoroughly mixed on a suitable platform, after which sufficient water shall be added to make a stiff mortar. Concrete for the base of the gutter and back of the curb shall be made by adding to the said mortar the aforesaid broken limestone, which shall have been thoroughly moistened, but shall contain no surplus water. After thoroughly mixing said mortar and broken limestone, the concrete and the facing mortar above specified shall, in the best workmanlike manner, be deposited in the aforesaid frames in layers not to exceed six inches in depth. The top and exposed face of the curb and gutter flag to a thickness of ¾ of an inch shall be composed of a facing mortar above described. Then from upper edge of the curb shall be rounded to a radius of 1½ inches in such manner that the planes at the top and roadway face of the curb will be tangent to the curve described by said radius.

The top and exposed face of the curb and the top of the gutter shall be then troweled down hard and smooth, drawing the cement from the surface as little as possible.

GRADING.

Paragraph 7. All parts of the roadways to be paved as provided for in this ordinance shall be first graded and thoroughly rolled with a steam roller, weighing not less than ten tons, in such manner that the sub-grade shall conform to that of the arc of a circle, and shall be when thoroughly rolled and compacted 11 inches below the finished grade of the center of the roadway and at the edge of the gutters on each side of the pavement it shall be 10 inches below the finished grade of the gutter flag on corresponding sides of the roadway, so that when the brick pavement herein provided for is placed thereon, and thoroughly rolled as herein provided, the form of said brick pavement shall be that of an arc of a circle, and the finished grade of the brick pavement at the sides of the roadway or edge next to the gutter flag shall be one inch above the finished grade of the gutter flag, as given on corresponding sides of the roadway at corresponding distances, and the finished grade of the brick pavement at the center of the roadway shall be at the elevation as given in the table of grades at corresponding distances.

Said brick pavement, including the foundation and cushion course of sand, shall be 11 inches in depth. All hollows or depressions that may appear after rolling as aforesaid shall be brought to grade by a filling of fine earth and again rolled. All portions that cannot be reached by a roller shall be thoroughly tamped by hand, soft and spongy places and newly made excavations for trenches or other purposes not affording a firm foundation shall be dug out and refilled with boiler cinders and thoroughly rolled. The word "roadbed" and "roadway" wherever used herein shall mean that portion of the street which is to be paved. And the word "street" shall mean street, avenue, road, place or other public driveways. The word "sub-grade" shall mean the surface of the roadbed as it shall be prepared to receive the foundation course of the pavement. When filling is required in the roadbed it shall be made in layers not exceeding one foot in depth, and each layer thoroughly rolled with a steam roller weighing not less than 10 tons, until the roadbed is compact and leaves no compressions. All filling required for the roadbed and parkways shall be taken from the surplus material excavated from other portions of the street or parkways to be improved, and all surplus material in the grading of the roadbed and parkways shall be removed from the site of the work. The parkway shall be smoothly and evenly graded and by "parkway" shall be meant the space between the curb and the edge of sidewalk next to the center of the street; slopes of banks of filling or of excavation in the parkway shall be made between the curbing and the sidewalks with a slope not exceeding one foot vertical to 3 feet horizontal.

DRAINAGE.

Four new storm water inlets shall be constructed and connected with the existing storm water sewer in Main street and said inlets shall be located at the necessary points adjacent to the intersection of Main street and Warren avenue; two new storm water inlets shall be constructed and connected with the existing storm water sewer that crosses Foote avenue south of Warren avenue. Said inlets shall be located at necessary points adjacent to the curb line at Foote avenue and Warren avenue. The said connection from the storm water inlets to existing storm water sewer shall be made, using 10-inch vitrified tile drain pipe, laid to an average depth of 3½ feet below the surface of the present roadway at points where drains are laid, the said storm water inlets shall be of the adjustable curb and gutter pattern, and shall weigh 300 pounds and be constructed of the best grade of gray iron. Said inlets to be placed on a concrete foundation size of foundation to be the same size as that of the bottom of inlets, and shall be 6 inches in thickness, and constructed using concrete of same proportions as that used in curb and gutter.

All existing manhole covers in the storm and sanitary sewers in any portion of any street to be graded or paved shall be brought to the finished grade of the street by means of lowering or raising the brick work of the manhole. All existing storm water inlets in any portion of any street to be graded or paved shall be adjusted to the grade and line of the curb and placed on a concrete foundation the size of the outside bottom of inlet, and 6 inches in thickness; the concrete of said foundation shall be of the same material and proportions of that used in the curb and gutter.

PAVEMENT.

On the roadbed, as heretofore described, shall be spread a layer of clean bank gravel 6 inches in thickness, none of the gravel shall exceed 5 inches in any dimensions, and it shall be graded from that size down to sand, in such proportion that a minimum of voids shall be left, and after having been spread the above gravel shall contain enough binding material to thoroughly bond said gravel after it has been sprinkled with water and thoroughly rolled, which shall be done with a steam roller, weighing not less than ten tons. Any depressions that may appear after rolling shall be filled with gravel of the kind herein described, and again rolled until the surface is even and smooth, and in form as herein provided for the surface of the finished pavement.

Upon this layer of gravel shall be spread a layer of clean, fine sand, in such quantities as to insure when compact a uniform thickness of one inch over the entire surface of the roadbed, and true to the form of finished pavement. Upon this layer of said, as above specified, shall be placed a course of vitrified paving brick, 4 inches in thickness, the brick to be of size known as "Paving Block," and to be of such quality and laid in such manner as herein specified; the brick to be used shall be vitrified paving brick, the dimensions of which shall be the same throughout the entire work, and shall be not less than 8 inches in length, 4 inches in depth, and 3½ inches in thickness, with the edges rounded to a radius of ¼ of an inch.

Said brick shall be of the kind known as "Repressed vitrified paving brick"; they shall be free from lime and other impurities and shall be as near uniform in every respect as possible, and when subjected to the usual test for such materials, shall show a loss of not more than 24 per cent after the abrasion test, or show a water absorption exceeding 4 per cent of their weight when dry.

Broken brick can only be used for breaking joints and making closures, the brick shall be laid on edge close together, in straight lines across the roadway between gutters, and at right angles to the curb, and perpendicular to the grade of the street, except at intersections and junctions of lateral streets, where the brick shall be laid at an angle of 45 degrees with the line of the street.

The joints shall be broken by a lap of 3 inches and when set shall be rolled with a roller weighing not less than 5 tons until the brick are well settled and made firm. If there are any portions of the pavement that cannot be rolled, said places shall be thoroughly rammed, the ramming to be done under a flatter, with a paving rammer, weighing not less than thirty pounds. After rolling the pavement all broken bricks must at once be removed and replaced by sound and perfect brick.

When the brick are thoroughly bedded, the surface of the pavement must be true to grade and crown. The surface of the pavement shall then be swept clean, and the spaces between the brick shall be filled with paving pitch. The pitch to be used at a temperature of 380 Fahrenheit, and after the spaces between the brick have been filled with the paving pitch as specified, the surface of the finished pavement shall then receive a ½-inch dressing of sand, evenly spread over the whole surface.

At the end of each intersecting street and alley wing shall be placed a "header" extending from curb to curb, and so dressed as to conform to the crown of the pavement. The "header" shall be constructed of 3x12-inch oak plank, properly supported by 6-inch split cedar posts, 3 feet in length, firmly set in the ground and not more than 5 feet apart.

SECTION II.

That the recommendation of the Board of Local Improvements of the Village of Downers Grove, providing for said improvement, together with the estimate of the cost thereof, made by the President of the said Board, both hereto attached, be and the same are hereby approved.

SECTION III.

That the said improvement shall be made and the whole of the cost thereof, including the cost of the sum of one thousand six hundred and eighty-six dollars and eighty cents ($1,686.80), being the amount included in the estimate of the President of the Board of Local Improvements hereto attached, as the cost of making and collecting the assessment, be paid by special assessment in accordance with the 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 thereto," and that the said sum of $1,686.80 shall be applied toward the payment of the expense of making and collecting the assessment, and of letting and executing the contract, and also the entire cost and expense attending the making and return of the assessment roll.

The necessary estimate, examinations, advertisements, etc., connected with the proceedings therein, including court costs and all other costs of making and collecting such assessment.

SECTION IV.

That the aggregate amount herein ordered to be assessed, and each individual assessment, and also the assessment against the municipality, if any, on account of the property owned by the municipality, and for the public benefit, shall be divided into ten installments, and all of said installments shall be equal in amount, except that all fractional amounts shall be added to the first installment so as to leave the remaining installments of the aggregate equal in amount, and each a multiple of one hundred dollars ($100.00). 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, and the second installment one year thereafter, and so on annually until all installments are paid. All installments shall bear interest at the rate of 5 per cent per annum until paid. Interest on such assessment shall begin to run from the date of the first voucher issued on account of work done as aforesaid, and shall be payable in the manner provided by law.

SECTION V.

For the purpose of anticipating the collection of the several installments of the assessment herein provided for, bonds shall be issued, payable out of said installments, bearing interest at the rate of 5 per cent per annum, payable annually and be signed by the President of the Village of Downers Grove, and be attested by the Village Clerk, under the corporate seal of the village. Said bonds shall be issued in accordance with, and shall in all respects conform to the provisions of the 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 thereto."

SECTION VI.

The Attorney of the Village of Downers Grove is hereby directed to file a petition in the County Court of Du Page County, Illinois, in the name of the Village of Downers Grove, praying that steps be taken to levy a special assessment for said improvement, in accordance with the provisions of this ordinance, and in the manner provided by law.

SECTION VII.

All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed. This ordinance shall be in force and effect from and after its passage and legal publication.

RECOMMENDATION.

State of Illinois, County of Du Page, Village of Downers Grove—ss:

Recommendation of the Board of Local Improvements of the Village of Downers Grove, Du Page County, Illinois, for the construction of an improvement consisting of the grading, draining, and paving with brick certain streets and avenues in the said Village of Downers Grove, Illinois.

To the President and Board of Trustees, Village of Downers Grove, Illinois:

We, the undersigned, constituting the Board of Local Improvements of the Village of Downers Grove, Du Page County, Illinois, do hereby submit an ordinance for the grading, draining, paving with brick and otherwise improving Warren avenue, Foote avenue, Highland avenue and Belmont street, in said Village, as is more specifically shown in the ordinance hereto attached, together with an estimate of the cost of said improvement, and recommend the passage of said ordinance, and the making of the improvement contemplated therein.

All of which is respectfully submitted.

J. W. HUGHES.
G. B. HEARTT.
E. SCHULTZ.
J. W. GRAVES.
Board of Local Improvements.

To the President and Board of Trustees of the Village of Downers Grove, Illinois:

I, J. W. Hughes, President of the Board of Local Improvements of the Village of Downers Grove, Du Page County, Illinois, pursuant to an order of the said Board, hereby submit an estimate of the cost of furnishing all materials and labor for the purpose of grading, draining and paving with brick the following named streets and avenues: Highland avenue, from a point 20 feet north of the south line of Chicago avenue to the south line of Warren avenue; Warren avenue, from the west line of Highland avenue to the east line of Foote avenue; Foote avenue, from the north line of Belmont street to a point 146 feet southerly from the north line of Warren avenue; Belmont street, from the west line of Foote avenue to the west line of Oakwood avenue; said estimate including all labor, materials and other legal expenses attending the same, and the cost of making and of collecting the assessment therefor, as follows, to-wit:

ESTIMATE.

9,256.6 cubic yards of earth excavation for roadways and curb and gutter, earth measured in cut, at 30c per cubic yard	$ 2,776.98
875 cubic yards of earth excavation for parkway, earth measured in the cut, at 30c per cubic yard	262.50
9,670 lineal feet of combined concrete curb and gutter, curb 6 inches by 15 inches, gutter 6 inches by 18 inches, curb and gutter placed on 6-inch foundation of cinders; concrete proportions one part Portland cement, 2 parts course sand, and 4 parts broken limestone, labor and material complete at 62c per lineal foot	5,995.40
13,875 square yards of vitrified paving brick pavement, 4 inches in thickness, having a foundation of 6 inches of bank gravel, with a cushion course of sand one inch thick, joints between brick to be filled with paving pitch, labor and material complete at $1.35 per square yard	18,731.25
175 lineal feet of 10-inch vitrified drains, laid to a depth of 3½ feet, labor and material complete at 55c per lineal foot	96.25
6 storm water inlets of the adjustable curb and gutter pattern, constructed of first-class gray iron and weighing 300 pounds, inlets set to grade and line of curb, and connected to existing drains, labor and material complete at $12.00 each	72.00
27 storm and sanitary sewer manhole covers, adjusted to the grade of finished streets by means of raising or lowering the brick work of manholes, labor and material complete at $1.00 each	27.00
26 storm water inlets, adjusted to grade and line of curb, and inlets placed on a foundation of concrete, size of foundation to be the same as bottom of inlet, and 6 inches in thickness, proportion of concrete the same as used in curb and gutter, labor and material for making adjustment complete at $2.00 each	52.00
380 lineal feet of 3-inch by 12-inch oak plank "header," labor and material complete at 25c per lineal foot	95.00
76 split cedar posts, 6 inches in diameter, 3 feet in length, firmly set in the ground, and supporting header plank, material and labor complete at 10c each	7.60
Lawful cost and expenses attending the proceedings for making said assessment, and collection of same as provided by law	1,686.80
	$29,802.68

I hereby certify that, in my opinion, the above estimate does not exceed the probable cost of the above improvement, and the lawful expense attending the same.

Dated this February 20th, A. D. 1908.

J. W. HUGHES,
President of the Board of Local Improvements of Village of Downers Grove.

RENTALS AND [illegible]

Voters Usually [illegible]

There is no single [illegible] government which [illegible] cerns the people or which [illegible] either with or without [illegible] ed as oppressive, than [illegible] the New York Tribune, [illegible] sary function of government [illegible] peculiarly difficult to [illegible] impartiality and entire [illegible] has been a prolific cause of [illegible] and an almost incessant [illegible] complaints and protests. A [illegible] of the troubles arise from the [illegible] able inequalities of the levy or [illegible] imagined inequalities, and from [illegible] cumstance that those who fondly [illegible] pose they pay no taxes often practi[illegible] dictate what the tax rate shall be [illegible] required to pay a direct tax [illegible] to that rate, much good would doubt[illegible] be effected in the direction of [illegible] ical administration.

In this city, for example, the [illegible] taxation is levied upon real estate [illegible] the great majority of voters are [illegible] owners of real estate and thus [illegible] taxation; at least, in that direct [illegible] It is, we suppose, only human [illegible] that such a state of affairs should [illegible] sult in a certain carelessness [illegible] ing the rate of taxation on the part [illegible] a multitude of voters, though such care[illegible] lessness is characteristically short-sight[illegible] ed. The man who lives in a rented house or apartment and thus escapes the taxation levied upon lands and houses is quite ready to vote for liberal, even extravagant, expenditures of public money, for securing the public improvements which he desires. Why not? The landlord, not he, will have to pay the tax, and so it does not matter to him how high the rate rises. That would be, in any case, a selfish and unworthy view to take. It is seen to be foolish, too, when we remember that the tenant does not really escape taxation, since it is out of the rental which he pays the landlord that the latter pays the taxes, and when taxes materially rise rentals are likely to rise still more.

In various English cities and towns the interesting and generally salutary experiment of what is called "compounding" has been made, under which system the land and house taxes are paid, not by the owners but by the occupiers of property, a commensurate remittance being made from the rental which otherwise would be charged. This is said to have had in most cases excellent results, making all voters appreciate in the most direct manner the difference between an economical and an extravagant administration.

There would be some serious difficulties in the way of generally adopting that system here. Yet if it were adopted it is easy to see what its results might and probably would be. Under it the householder who now pays, let us say, $600 a year rental and no taxes, would pay only $500 rental and $100 taxes. Thus he would be not a cent better or worse off than at present. But, while his rental remained fixed at $500, the addendum of taxation would be a variable quantity. Under an economical administration it might be reduced to $90, or under a profligate it might rise to $110, so that his total charges on his home might fall from the present $600 to only $590, or might rise to $610. We may be sure that as soon as they realized this many voters would pay closer attention to the administration of public affairs and would seek to have it as honest and as economical as possible, in order to avoid any increase in the rate of taxation. If it is not practicable to establish such a system here, at least the lesson should be taken home by every voter that in voting for measures which will cause an increase of taxation upon his neighbor or upon his landlord he is, in fact, voting for perhaps a greater increase of indirect but none the less real taxation upon himself.

CHILD'S CRIB AND CHAIR.

These Two Needfuls Very [illegible] fully Combined.

The crib and the high chair are two of the needfuls of every household in which are young children. To combine the two in one piece of furniture is a recent invention of two California cabinetmakers. Besides serving the two

CHAIR AND CRIB COMBINED.

purposes equally well, the appearance has not been slighted in the least, the combination being attractive rather than cumbersome. In the illustration it is shown in the position of a high chair, rollers being attached to the frame. To convert the high chair into a crib it is only necessary to [illegible] the position, the rockers at the [illegible] the high chair serving the same purpose as rockers on an ordinary [illegible] The seat in the high chair is removed, and the necessary pillows and coverings inserted. Every [illegible] at once recognize the advantage of having a crib in the dining-room, [illegible] to place the baby for it's [illegible] without the necessity of [illegible] to the upper floor.

The [illegible]

Lawyer—[illegible] my office [illegible]

There may be hypocrites in the [illegible] think of the real [illegible]