

SIDEWALK ORDINANCE.

An ordinance providing for the construction of a concrete sidewalk on the westerly side of Lake Place from Central avenue to Laurel avenue, in the City of Highland Park, County of Lake and State of Illinois:

Be it ordained by the City Council of the City of Highland Park, County of Lake and State of Illinois.

SECTION 1. That a concrete cement sidewalk be constructed in the City of Highland Park in, upon and along the westerly side of Lake Place from the southerly line of Central avenue south to the northerly line of Laurel avenue

and laid of concrete with cinder foundation, according to the following specifications, directions and provisions, namely:

A sub or earth foundation shall be made, by grading and filling so as to bring the same to the grade hereinafter specified, which foundation shall be six feet wide, the inside line or edge thereof shall be distant sixteen inches from the lot or lots upon which such sidewalk touches or abuts and shall be parallel therewith, the inner and outer edges of said foundation to be parallel which foundation shall be graded and filled as aforesaid so that the same shall have a uniform depth of fifteen and one-half inches below the grade of the surface of the finished sidewalk.

This sub or earth foundation wherever necessary must be consolidated by wetting and ramming so as to give proper stability. Soft and spongy places not affording a firm foundation must be dug out and filled with cinders and well compacted so that when said foundation shall be wet and rammed with iron shod rammers eight inches square and weighing twenty pounds the same shall have the grade aforesaid.

Over and upon this entire sub-foundation there shall be spread and laid a bed of clean boiler cinders which shall constitute the cinder foundation for said walk. Said cinder foundation shall be ten inches in depth along the center line thereof and increasing gradually in depth to within six inches of the

same shall be eleven inches in depth, and from thence it shall maintain said depth to the sides thereof.

Said cinder foundation shall be thoroughly puddled with water and compacted and leveled by ramming with rammers as aforesaid so that the first layer of concrete work to be laid on the same as hereinafter provided shall have a clear thickness of four and one-half inches along the center line of said cinder foundation and diminishing gradually and regularly in thickness to the edges of said finished concrete walk as hereinafter provided, where the thickness thereof shall be three and one-half inches.

Over this cinder foundation there shall then be spread a layer of concrete five feet wide so that the center line thereof shall be the same as the center line of said cinder foundation and so constructed that the inside line or edge of said concrete when completed shall be at a distance of twenty-two inches from the lot or lots on which such sidewalk touches or abuts and shall be parallel therewith, the inner and outer edges of said sidewalk to be parallel, which layer of concrete shall be four and one-half inches thick in the center thereof and diminishing gradually and regularly in thickness to the edges of said finished concrete walk, where the same shall be three and one-half inches in thickness. Said concrete shall be thoroughly rammed over its whole surface with iron-shod rammers of the size and weight aforesaid.

Said concrete work shall be made by thoroughly incorporating in a dry state one part of best Portland cement or a cement equal in kind, quality and efficiency, two parts of clean torpedo sand and five parts of crushed limestone, which limestone shall measure not more than one inch in any dimension and not less than one-quarter

of an inch in any dimension, which shall be thoroughly mixed together, and after which just sufficient water to wet the mass shall be so added that when it is rammed in place in manner as aforesaid a film of moisture shall appear on the top.

Upon said concrete shall be laid a top surface or finishing layer which shall be one inch in thickness and shall be composed of two parts of best Portland cement, or a cement equal in kind, quality and efficiency and three parts of clean torpedo sand, which shall be mixed to the proper consistency with water and spread smoothly before said first layer has set and thoroughly troweled off to a smooth finished surface. All sand and stone used upon said work shall be

any foreign matter whatever and shall be kept thoroughly dry until used.

Said sidewalk shall be laid in sections or blocks of five feet runway length, enclosed in wooden forms and said blocks shall be laid alternately, leaving the intervening space until all alternate blocks are laid and cement set.

Any part of said sidewalk which shall intersect a driveway or carriage entrance to any lot, tract or parcel of land touching upon the line of said sidewalk shall be constructed as above, except the thickness of the first layer of concrete for the width of such driveway shall be five and one-half inches in the center and diminishing to the edges as aforesaid, where the same shall be four and one-half inches, and the depth of said cinder foundation shall be nine inches in the center and increasing gradually to within six inches of the edges of said foundation, where the same shall be ten inches and continue thence to said edges, and the thickness of said finishing or top layer shall be one inch throughout, which finishing layer including the flange hereinafter mentioned, shall be fluted for the full width of said driveway or entrance with the lines four inches apart, parallel with each other and with the edges of said sidewalk. And provided further that on each side of said finished walk at said driveway or entrance and extending eighteen inches into the same a projection or flange of concrete of layers made as aforesaid, the thickness

and one-half inches and of the top layer to be one inch shall be constructed in such manner that said flange shall slope down from the edge of said sidewalk nearest to it to the surface of the driveway. Which concrete shall be laid on a cinder foundation made as aforesaid and eleven inches in depth and so constructed as to permit the concrete to be depressed down to said driveway as above provided. For said flange or projection and its cinder foundation there shall be made an earth or sub-foundation in manner as aforesaid, the size of said foundation to correspond with the dimensions of said flange or projection. Said sub or earth foundation shall have a sufficient depth to accommodate the cinder and concrete foundations to be laid thereon as aforesaid for such flange or projection, and so that the same can be depressed as aforesaid.

Said sidewalk shall be so constructed that the grade of the top of said finished walk nearest the lot line shall, when completed, be at the intersection of the west line of Lake Place and the north line of Laurel avenue the same as the grade of walk as now laid on the north side of said Laurel avenue at said intersection from thence northerly for a distance of 160 feet the walk shall gradually rise, being at said point 160 feet north three inches above the present grade of the center line of Lake Place from thence northerly to the south line of Central avenue the walk shall gradually fall, the grade being at the intersection of said south line of Central avenue 8 inches above the present grade of the center line of Lake Place and from said inner line or edge of said walk the surface of said finished walk shall slope gradually towards the street with a fall of one-third of an inch for each foot in width of said walk.

Provided, however, that the owner of

any lot or parcels of land touching upon the line of said proposed sidewalk shall be allowed thirty days after this ordinance shall have been published in which to construct said sidewalk alongside of his lot or piece of ground, and thereby relieve the same from the special tax herein provided to be levied thereon for the construction of said sidewalk.

Said materials and construction shall be under the supervision of and subject to the approval of the Foreman of Street Work of the City of Highland Park.

SECTION 2. That so much of said improvement as shall not be made by said owners within the time aforesaid shall be made by said City and the

special taxation of the lot, lots, or parcels of land contiguous to and touching upon the line of so much of the proposed sidewalk as shall be built by said City by levying the whole cost thereof upon such lot, lots or parcels of land in proportion to their respective frontages on said proposed sidewalk built as aforesaid.

SECTION 3. A bill of the cost of so much of said sidewalk as shall be built by said City, showing in separate items the cost of grading, materials, laying down and supervision, shall be filed in the office of the City Clerk of the City of Highland Park, certified by the Foreman of Street Work of said city, together with a list of the lots or parcels of land touching upon the line of said sidewalk, the names of the owners thereof, and the frontages thereof as well. Whereupon the said City Clerk shall prepare a special tax list against such lots or parcels of land and the owners thereof, ascertaining by computation the amount of special tax to be charged against each of said lots or parcels and the owners thereof, on account of the construction of said sidewalk, in proportion to the frontages of each of said lots on said sidewalk, which special tax list the City Clerk of the City of Highland Park shall place on file in his office; and the said City Clerk shall thereupon issue warrants, directed to the City Collector, for the collection of the amount of special tax so ascertained

to be due from the respective owners of the lot, lots or parcels of land touching upon the line of said sidewalk, and said City Collector shall proceed to collect said warrants by making a demand therefor upon the owners respectively of the lots or parcels of land touching upon the line of said sidewalk, if they shall be found in the City of Highland Park, and to make return thereof, with the moneys collected thereon, to the City Clerk of the City of Highland Park sixty days (60) days from the date of the issue of said warrants, in the manner provided in Section three (3) of the Act of the General Assembly of the State of Illinois, entitled "An act to provide additional means for the construction of sidewalks in cities, towns and villages" in force July 1, 1875.

SECTION 4. In case of failure to collect said special tax in the manner aforesaid the City Clerk shall within one year thereafter, make a report of all such special taxes, in writing, to the County Treasurer and ex-officio County Collector of Lake County, of all the lots or parcels of land upon which such special tax shall be so unpaid, with the names of the respective owners thereof, so far as the same are known to him, and the amount due and unpaid upon each tract, together with a copy of this ordinance, in the manner prescribed by Section four (4) of the Act of the General Assembly of the State of Illinois, entitled "An act to provide additional means for the construction of sidewalks in cities, towns and villages," in force July 1, 1875.

SECTION 5. This ordinance shall be in force from and after its passage and due publication.

Passed April 1st, 1902.
Approved April 3d, 1902.
ROBERT G. EVANS,
Mayor.
Attest: JOHN FINNEY, City Clerk

Want Column.

Insertions in this column.
30 words or less, one insertion. .25
" " " " four " " .75
More than 30 words 5 cents.
All ads in this column must be paid in advance where advertiser has no regular account with this office

FOR SALE—Fresh milk cow. Enquire at Geiser's Meat Market.

FOR SALE—Cheap; a splendid sail and row boat. Address G. C., P. O. Box 465. 21-25

WANTED—Man to drive team and make himself generally useful. Steady employment if satisfactory. Robertson's Lumber and Coal Yard.

WANTED—Work; I am prepared to do house-cleaning and washing by the day. Mrs. Emma Hart, Highwood, on Main st., near Lancaster's milk depot. p-18-21

FOR RENT—At Ravinia, a ten-room house in good repair, large barn, chicken house, cow shed, garden, etc. from May 1. J. L. Floyd, 164 Dearborn st., Chicago. 18-21

FOR RENT—10 acre farm. One-half good garden; balance hay land, seeded two years; west of Exmoor golf grounds. Apply to Mrs. St. Peter, Highland Park.

FOR SALE—A fine Studebaker wagon; glass front can be removed and wagon used for a two-seated family carriage; will sell cheap. Apply at 126 Gillette Ave., Waukegan, Ill. 18-

WANTED—A competent girl for cook and general housework; good wages; no washing or ironing; reference required. Apply at News-Letter office or address Henry M. Bacon, Highland Park, Ill.

WANTED—Furnished rooms with board for family during summer months; or 6-room furnished house for the summer, in Highland Park, Winnetka or Glencoe. Address S. Mandl, 353 Division st., Chicago. 18-21

CAUTION!

This is not a gentle word—but when you think how liable you are not to purchase for 75c the only reliable remedy universally known and a remedy that has had the largest sale of any medicine in the world since 1868 for the cure and treatment of Consumption and Throat and Lung troubles without losing its great popularity all these years, you will be thankful we called your attention to Bosche's German Syrup. There are so many ordinary cough remedies made by druggists and others that are cheap and good for light colds perhaps, but for severe Coughs, Bronchitis, Croup, and especially Consumption, where there is difficult expectoration and coughing during the nights, and mornings, there is nothing like German Syrup. Sold by all druggists in the civilized world. cg-24
G. G. GREEN, Woodbury, N. J.

Highland Park Postoffice.

Office open from 7 a. m. to 7:30 p. m. Office not open on Sunday. Mail trains arrive and depart as follows

SOUTH BOUND
6:54 a. m. received and dispatched
9:07 a. m. " " "
12:55 p. m. received " "
3:17 p. m. " " "
5:31 p. m. " " "
NORTH BOUND
9:33 a. m. received and dispatched
11:21 a. m. " " "
3:35 p. m. " " "
5:38 p. m. " " "
7:17 p. m. " " dispatched.
Sunday mail is dispatched at 5:51 p. m. All mails close 30 minutes before the departure of trains.
A. W. Fletcher, P.M.