

**AN ORDINANCE.**

**AN ORDINANCE AMENDING SECTIONS 403 and 404 of Chapter 45 of an Ordinance Revising and Consolidating the General Ordinances of the City of Highland Park, County of Lake and State of Illinois.**

Be it ordained by the City Council of Highland Park:

**SECTION 1.** That Section 403 of Chapter 45 of an Ordinance of said City, entitled "An Ordinance Revising and Consolidating the General Ordinances of the City of Highland Park, County of Lake and State of Illinois," passed April 29, 1898 be amended to read as follows:

That on all streets and avenues and parts of streets and avenues in the City of Highland Park which lie or are situated east or easterly of the west line of the right-of-way of the Chicago & Northwestern Railway Company, in said City, and south of the north line of Broadway avenue and the north line of Broadway avenue produced from its present westerly terminus west to the west line of said right-of-way of said railway company, including said Broadway avenue, and north and northeasterly of the south line of Lincoln avenue from said westerly line of said right-of-way of said railway company thence southeasterly to its intersection with Beech street, and north of the south line of Beech street from its intersection with said Lincoln avenue, including in said territory the whole of said Lincoln avenue between said points, and all of Beech street to its intersection with the southwesterly line of said Lincoln avenue, and all of Central avenue from the said west line of said right-of-way westerly to the east line of Green Bay road, no sidewalk shall be constructed except the same be done in the following manner, that is to say:

Said sidewalk shall be constructed and laid of concrete with cinder or sand 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 sand or 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 or sand, which shall constitute the cinder or sand foundation for said walk. Said cinder or sand foundation shall be ten inches in depth along the center line thereof and increasing gradually in depth to within six inches of the sides of said foundation where the same shall be eleven inches in depth, and from thence it shall maintain said depth to the sides thereof.

Said 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 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 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 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 imported English or German 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 added that when it is rammed in place in manner 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 imported English or German 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 clean, free from dirt, dust, loam and 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 walk 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 or sand 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 lines four inches apart, parallel with each other and 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 of the first or bottom layer to be four 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 sand or cinder foundation made as aforesaid and eleven inches in depth, and so constructed as to permit the concrete to be depressed down to

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**ARKANSAS VALLEY, COLORADO.** Altitude 3,400 to 4,600 feet; beet sugar factories, thousands of acres of alfalfa, millions of cantaloupes, extensive orchards, flocks of sheep; largest irrigated section in the U. S. Extensive cattle feeding and dairy interests; population doubled in five years.

**PECOS VALLEY, NEW MEXICO.** Altitude 3,000 to 4,000 feet; 175 miles long; on edge of great plains' cattle pastures, affording profitable home market for alfalfa and grain; noted for its large orchards and fine quality of fruit and vegetables; artesian belt with 300 flowing wells.

**RIO GRANDE VALLEY, NEW MEXICO.** Altitude 3,700 to 5,300 feet; 350 miles long; great sheep raising section: mining in adjacent mountains: adapted to fruit raising and small farms.

**SALT RIVER VALLEY, ARIZONA.** Altitude 1,000 feet; 60 miles long and 20 miles wide; special industries—early oranges, live stock, vegetables, small fruits, alfalfa, bee culture.

**SAN JOAQUIN VALLEY, CALIFORNIA.** Altitude 50 to 400 feet; 250 miles long, 50 miles wide; wheat raising, live stock, oil wells, alfalfa, raisin and wine grapes, olives, figs, citrus and deciduous fruits, almonds, walnuts; lumbering and mines in mountains.

**ALL FIVE VALLEYS** have never-failing water supply, extensive systems of irrigating ditches and rich soil, insuring profitable crops. Pleasant climate, especially in winter. Thriving towns, affording good markets. Directly reached by the **SANTA FE**.

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said driveway as above provided. For said flange or projection and its 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 or sand 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 established grade of said sidewalk, as established by the city council, and when not established, application shall be made to said council for said grade before said walk shall be built, and from said inner line or edge of said walk, the surface of said finished walk shall slope gradually toward the street with a fall of one-third of an inch for each foot in width of said walk.

**SECTION 2.** That Section 404 of said Chapter 45 of said ordinance be amended to read as follows:

That no repairs shall be allowed or permitted upon any of the sidewalks now in front of any lot or on any of the streets and avenues set forth in Section 403, excepting cement sidewalks, where such repairs shall exceed thirty-five per cent of the said walk so fronting on said lot, and under no circumstances shall any new stringers be allowed to be placed under any such walk in front of any lot, and in case the provisions of this section shall be violated by any person or persons whomsoever, the person so violating the same shall be liable in a fine of not less than Twenty-five Dollars nor more than Two Hundred Dollars for each offense, and the said walk so repaired in violation of the provisions of this section shall be forthwith removed, and if not removed by the owners of property abutting on said walk the same shall be removed by said City, and a cement sidewalk shall be ordered constructed by the City Council in front of said property, and an ordinance therefor passed, pursuant to the specifications in this chapter contained.

**SECTION 3.** That this ordinance shall take effect and be in force from and after its passage and publication.

Passed December 2d, 1902.  
Approved December 5th, 1902.  
Published December 12th, 1902.  
ROBERT G. EVANS, Mayor.  
Attest: JOHN FINNEY, City Clerk.

Board of Local Improvements of the City of Highland Park:

### NOTICE FOR LETTING CONTRACT.

Notice is hereby given that bids will be received for furnishing all labor and materials necessary for constructing a four inch water main with one fire hydrant on Laurel Avenue in the City of Highland Park, connecting with the water main on McGovern Street thence westerly for a distance of six hundred and ninety feet from place of beginning as a whole, in accordance with the ordinance therefor. Said bids will be opened on the 23rd day of December A. D. 1902, at the hour of 3 p. m. at the office of the Board of Local Improvements in City Building.

The specification for such improvement and blank proposals will be furnished at the office of the City Clerk in the City Hall.

The contractor will be paid in bonds which bonds will draw interest at the rate of five (5) per cent per annum.

All proposals or bids must be accompanied by a certified check payable to the order of the President of the Board of Local Improvements of the City of Highland Park for a sum not less than (10) per centum of the aggregate bids must be delivered to the President of the Board of Local Improvements in open session of said board at the time and place fixed herein for opening the same. No proposal or bid will be considered unless accompanied by a check as herein provided.

The Board of Local Improvements reserve the right to reject any or all bids should they deem it best for the public good.

The successful bidder will be required to furnish a bond equal to twenty-five (25) per centum of the contract price of some approved surety company guaranteeing said improvement against defects arising from poor material or poor workmanship, for a period of five years from the date of the completion and acceptance thereof.

ROBERT G. EVANS,  
President of the Board of Local Improvements of City of Highland Park.

Dated December 11th. A. D. 1902. 3-4

William Winston, of Chattanooga, Tenn., member of the Order of Railway Conductors, is the latest arrival at the Railroad Men's Home. He came Wednesday.

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