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tion of This Staple In Decreased 24 Per Cent Since 1904

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MATIC MOTION PICTURE MACHINE

ht Movies Show Visitors Sesquicentennial Its Many Features

activities of virtually all of the departments in the Government... activities of virtually all of the departments in the Government... activities of virtually all of the departments in the Government...

TRIC RAILWAYS IN MOST U. S. CITIES

one exception, all cities of the States having a population of persons or more have electric railways... one exception, all cities of the States having a population of persons or more have electric railways... one exception, all cities of the States having a population of persons or more have electric railways...

LL WIND THAT BLOWS NOBODY GOOD

And the laundry folk should banks for soft coal and soot... And the laundry folk should banks for soft coal and soot... And the laundry folk should banks for soft coal and soot...

What's the answer? Use

And the laundry folk should banks for soft coal and soot... And the laundry folk should banks for soft coal and soot... And the laundry folk should banks for soft coal and soot...

At a regular meeting of the President and Board of Trustees of the Village of Deerfield, Lake Co., Ill., held on the 26th day of July, A. D. 1926, at the hour of eight o'clock P. M., at the Trustees Room in the Masonic Hall in said Village, among other proceedings held at such meeting, the following recommendation, estimate and ordinance was presented and read:

RECOMMENDATION OF THE BOARD OF LOCAL IMPROVEMENTS TO THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF DEERFIELD, LAKE COUNTY, ILLINOIS:

Gentlemen: We, the undersigned, members of the Board of Local Improvements of the Village of Deerfield, Lake County, Illinois, herewith submit: "AN ORDINANCE PROVIDING FOR GRADING, CURBING, DRAINING, AND OTHERWISE IMPROVING THE ROADWAY OF A PORTION OF FAIR OAKS AVENUE, HAZEL AVENUE, JOURNAL PLACE, SPRINGFIELD AVENUE, PARK AVENUE, SECOND STREET, WOODWARD AVENUE, SHERIDAN AVENUE, GRAND AVENUE, PRAIRIE AVENUE, AND CLAY AVENUE, AND INCLUDING ROADWAYS OF INTERSECTING STREETS AND ALLEYS LYING BETWEEN THE STREET LINES AND CURB LINES OF SAID STREETS AND ALLEYS TO BE IMPROVED AS AFORESAID, ALL IN THE VILLAGE OF DEERFIELD, LAKE COUNTY, ILLINOIS; AND PROVIDING FOR THE MAKING OF SAID IMPROVEMENT BY SPECIAL ASSESSMENT AND THE ISSUING OF BONDS" together with an estimate of the cost of said improvement, itemized to the extent that we deem necessary and duly signed by the President of this Board; and we recommend the passage of said Ordinance and the making of the improvement contemplated therein.

Dated at Deerfield, Illinois, this 26th day of July, A. D. 1926.

Respectfully submitted, Fred J. Labahn, George E. Engstrom, William W. Geary, Edw. Segart, Edw. H. Selig, Theo J. Knaak.

Members of the Board of Local Improvements of the Village of Deerfield, Lake County, Illinois.

ESTIMATE TO THE BOARD OF LOCAL IMPROVEMENTS, DEERFIELD, ILLINOIS.

I submit herewith a detailed estimate of the cost of grading, paving, curbing, draining, and otherwise improving the roadway of Fair Oaks Avenue from the southwesterly edge of existing state asphalt pavement in Waukegan Road (Lincoln Avenue) to the east right of way line of the Chicago, Milwaukee and Saint Paul Railroad, also the roadway of Hazel Avenue from the southwesterly edge of existing state asphalt pavement in Waukegan Road to the east street line of Potomac Avenue except between a line parallel with and two (2) feet east of most easterly rail and a line parallel with and two (2) feet west of most westerly rail of the Chicago, Milwaukee and Saint Paul Railroad, also the roadway of Journal Place from the southwesterly edge of existing state asphalt pavement in Waukegan Road to the north curb line of pavement proposed in Hazel Avenue, also the roadway of Springfield Avenue from the south curb line of pavement proposed in Fair Oaks Avenue to north curb line of pavement proposed in Hazel Avenue, also the roadways of Park Avenue and Grand Avenue from the south street line of Greenwood Avenue to the north street line of Deerfield Avenue, also the roadways of Second Street and Woodward Avenue from the north street line of Deerfield Avenue to the south curb line of pavement proposed in Hazel Avenue, also the roadway of Sheridan Avenue from the south street line of Somerset Avenue to the north curb line of pavement proposed in Hazel Avenue, also the roadways of Clay and Prairie Avenues from south curb line of pavement proposed in Hazel Avenue to south line extended of Block Fourteen (14) Deerfield Subdivision in Section 29-43-12, including the roadways of all intersecting streets and alleys extended lying between the street lines and curb lines of those portions of streets above provided to be improved.

Said estimate including labor, materials, cost of engineering and inspection and all other lawful expenses attending the same as provided by law, is as follows:

- 4089.5 cubic yards of excavation, including grading and leveling parkways, hauling and disposing of any surplus excavated material, grading and preparing the subgrade to receive the reinforced Portland cement concrete pavement with integral curb @ \$0.90 per cubic yard \$12,680.55
- 2021 lineal feet of Portland cement concrete integral curb as hereinbefore described, concrete to be composed of one (1) part Portland cement, two (2) parts fine aggregate and three and one-half (3 1/2) parts coarse aggregate and with upper and roadway face of curb finished with mortar one-half (1/2) inch thick included in above total thickness composed of one (1) part Portland cement, two (2) parts fine aggregate, complete in place, including all labor and materials @ \$0.60 per lineal foot \$18,012.60
- 33031 Square yards of one course reinforced Portland cement concrete pavement seven (7) inches in thickness, pavement to be composed by volume of one (1) part Portland cement,

two (2) parts fine aggregate and three and one-half (3 1/2) parts coarse aggregate curing and protection of pavement and removal of protective material, after curing, complete in place, except steel reinforcement @ \$2.40 per square yard \$79,274.40

- 3240 Square yards of steel mesh reinforcement cross-sectional area of longitudinal wires per foot width of fabric and cross-sectional area of transverse wires per foot length of fabric equal to each other and not less than .08 square inches, complete in place @ \$0.30 per square yard \$10,872.00
- 135 Storm Water inlets consisting of a cast iron inlet cover, weighing not less than three hundred and twenty (320) pounds set on a hollow Portland cement concrete base thirty six (36) inches square and eighteen (18) inches thick, with an opening twenty four (24) inches in length, eighteen (18) inches in width and twelve (12) inches in depth, concrete for said base to be composed of one (1) part Portland cement, two and one-half (2 1/2) parts fine aggregate, including excavation, refilling, labor and materials, complete in place @ \$30.00 each \$4,050.00

- 43 Catchbasins four (4) feet internal diameter, seven (7) feet and six (6) inches in depth (measured from top of brick walls eight (8) inches thick, Portland cement concrete bottom six (6) inches in thickness, concrete to be composed by volume of one (1) part Portland cement, two and one-half (2 1/2) parts fine aggregate, and four (4) parts coarse aggregate, together with cast iron frame and cover weighing not less than three hundred twenty (320) pounds, complete in place @ \$80.00 each \$3,440.00

- 15060 Lineal feet of asphaltic felt expansion joints one-half (1/2) inch thick, and width equal to thickness of pavement plus one-half (1/2) inch, complete in place @ \$0.25 per lineal foot \$3,765.00
- 940 Lineal feet of steel protection plates two and one-half (2 1/2) inches by one-eighth (1/8) inch, complete in place @ \$0.25 per lineal foot \$235.00

- 4270 Lineal feet of eight (8) inch internal diameter vitrified tile sewer pipe for connecting storm water inlets to catchbasins, including filling the bell joints with Portland cement mortar composed of one (1) part Portland cement and two (2) parts fine aggregate, complete in place including excavation and backfilling @ \$1.00 per lineal foot \$4,270.00

- 1955 Lineal feet of eight (8) inch internal diameter vitrified tile sewer pipe for connecting catchbasins to manholes, including filling the bell joints with Portland cement mortar composed of one (1) part Portland cement and two (2) parts fine aggregate, complete in place, including excavation and backfilling @ \$1.00 per lineal foot \$1,955.00

- 49 Manholes to be changed, shaped and adjusted to grade, using materials and workmanship of same kind and quality as used in original construction of said manholes @ \$5.00 each \$245.00
- 16 Existing catchbasins, changed shaped and adjusted to grade using materials and workmanship of same kind and quality as used in original construction @ \$5.00 each \$80.00

- 11616 Lineal feet of three-quarter (3/4) inch, round smooth steel bars for transverse joint dowels, cut in two (2) foot lengths, installed complete in place including all labor and materials @ \$0.10 per lineal foot \$1,161.60
- 3870 Lineal feet of one (1) inch gas pipe for use for transverse joint dowels, cut in eight (8) inch lengths, installed complete including plug of cotton waste and all labor and materials @ \$0.10 per lineal foot \$387.00

- ENGINEERING AND INSPECTION \$7,071.85
- TOTAL LABOR AND MATERIALS \$147,500.00
- Cost of making, levying and collecting the assessment and all lawful expenses attending the same, as provided by law, not to exceed six per cent (6%) \$ 8,800.00

- TOTAL ESTIMATED COST OF SAID PROPOSED IMPROVEMENT \$156,300.00
- JAMES J. HOOD, President, Board of Local Improvements, Village of Deerfield, Illinois.

AND I HEREBY CERTIFY THAT, in my opinion, the above estimate does not exceed the probable cost of the above proposed improvement and all lawful expenses attending the same as provided by law.

JAMES J. HOOD, President, Board of Local Improvements, Village of Deerfield, Illinois, July 26th, A. D. 1926.

AN ORDINANCE PROVIDING FOR THE GRADING, PAVING, CURBING, DRAINING, AND OTHERWISE IMPROVING THE ROADWAY OF A PORTION OF FAIR OAKS AVENUE, HAZEL AVENUE, JOURNAL PLACE, SPRINGFIELD AVENUE, PARK AVENUE, SECOND STREET, WOODWARD AVENUE, SHERIDAN AVENUE, GRAND AVENUE, PRAIRIE AVENUE, AND CLAY AVENUE, AND INCLUDING ROADWAYS OF INTERSECTING STREETS AND ALLEYS LYING BETWEEN THE STREET LINES AND CURB LINES OF THOSE PORTIONS OF SAID STREETS AND AVENUES TO BE IMPROVED AS AFORESAID, ALL IN THE VILLAGE OF DEERFIELD, LAKE COUNTY, ILLINOIS; AND PROVIDING FOR THE MAKING OF SAID IMPROVEMENT BY SPECIAL ASSESSMENT AND THE ISSUING OF IMPROVEMENT BONDS.

BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF DEERFIELD, LAKE COUNTY, ILLINOIS:

That a local improvement shall be made within the Village of Deerfield, County of Lake, and State of Illinois, the nature, character, locality and description of which is as follows, to-wit:

Grading, paving, curbing, draining and otherwise improving the roadway of Fair Oaks Avenue from the southwesterly edge of existing state asphalt pavement in Waukegan Road (Lincoln Avenue) to the east right of way line of the Chicago, Milwaukee and Saint Paul Railroad; also the roadway of Hazel Avenue from the southwesterly edge of existing state asphalt pavement in Waukegan Road to the east street line of Potomac Avenue except between a line parallel with and two (2) feet east of most easterly rail and a line parallel with and two (2) feet west of most westerly rail of Chicago, Milwaukee and Saint Paul Railroad; also the roadway of Journal Place from the southwesterly edge of existing state asphalt pavement in Waukegan Road to the north curb line of pavement proposed in Hazel Avenue; also the roadway of Springfield Avenue from the south curb line of pavement proposed in Fair Oaks Avenue to north curb line of pavement proposed in Hazel Avenue; also the roadway of Park Avenue from the south street line of Greenwood Avenue to the north street line of Deerfield Avenue; also the roadways of Second Street and Woodward Avenue from the north street line of Deerfield Avenue to the south curb line of pavement proposed in Hazel Avenue; also the roadway of Sheridan Avenue from the south street line of Somerset Avenue to the north curb line of pavement proposed in Hazel Avenue; also the roadways of Clay and Prairie Avenues from south curb line of pavement proposed in Hazel Avenue to south line extended of Block Fourteen (14) Deerfield Subdivision in Section 29-43-12, including the roadways of all intersecting streets and alleys extended lying between the street lines and curb lines of those portions of streets above provided to be improved.

Said improvement shall include grading and preparing the subgrade to receive the hereinbefore described pavement and integral curb, adjusting existing manhole and catchbasin covers to grade, constructing new catchbasins, constructing new storm water inlets with cast iron covers, connecting said storm water inlets to said catchbasins and catchbasins with vitrified tile sewer pipe of an internal diameter of eight (8) inches, connecting the new catchbasins to existing manholes with vitrified tile sewer pipe of an internal diameter of eight (8) inches, grading and leveling parkways, constructing Portland cement concrete pavement with asphaltic felt expansion joints, steel end protective plates, and transverse joint dowels, and constructing Portland cement concrete curb built integral with the pavement.

The crown lines of the pavements to be constructed shall coincide with the centerline of the streets to be improved, except as shown on attached drawings.

The pavements to be constructed in all streets and extensions of streets provided herein to be improved shall be twenty-one (21) feet in width measured back to back of curbs except that having on Journal Place shall be eighteen (18) feet in width measured back to back of curbs.

Where the curb lines of one street to be improved intersect the curb lines of intersecting streets or alleys, said intersecting curb lines shall be joined by an arc of a circle having a radius as given on the plans attached hereto and tangent to both intersecting curb lines.

Cast iron covers for manholes shall be of the same type and quality as the cover now in place over a manhole at the intersection of Osterman Avenue and Chestnut Street in Village of Deerfield, Illinois, at a point eight (8) feet south of the centerline of Osterman Avenue and eight (8) feet east of the center line of Chestnut Street.

Cast iron covers for catchbasins shall be of the same type and quality as the cover now in place over a catchbasin at the northeast corner of the intersection of Osterman Avenue and Chestnut Street in the Village of Deerfield, Illinois.

The east iron covers for storm water inlets shall be of the same type and quality as those now in place in the gutter lines of concrete paving on Eugene Avenue 105 feet northeast of northeast street line of Waukegan Road in Village of Deerfield, Illinois.

Expansion joints shall be similar and equal to that manufactured and sold by Philip Carey & Company of Cincinnati, Ohio, and known as "Blas-tite."

Steel protection plates shall be similar to those used on "Amor Plates" manufactured and sold by Truscon Steel Company of Youngstown, Ohio.

ESTABLISHED GRADES:—The line of the top surface of the curbs, when constructed or said lines extended, and the gutter line and the

top of the finished pavement at the crown line, shall be as shown on attached drawing; said elevations being given in feet and decimal fractions thereof above Village Datum at each of the several locations specified.

From each point specified for one street, the line at the top surface of the curb or said line extended (across the extensions of intersecting streets) shall follow a uniform grade to the next specified point for the same street in each direction, and the grades given shall apply to both curbs of a street at the points designated, otherwise shown on the plans attached hereto. From each point specified for one street the gutter line will follow a uniform grade to the next specified point for the same street in each direction (except across the roadways of intersecting streets) and the grades given shall apply to both gutters of the streets at the points designated, unless otherwise specified on the plans attached hereto.

Village Datum for the purpose of this ordinance shall be a level plane one hundred fourteen and fifteen hundredths (114.15) feet below a bench mark which is top of west head bolt on the fire hydrant located at north-west corner of Lincoln Avenue (Waukegan Road) and Deerfield Avenue in Village of Deerfield, Lake County, Illinois.

All materials of every kind and character to be used in the construction of this improvement shall be of first class quality suitable for the purpose for which they are to be provided and meet the inspection and approval of the Board of Local Improvements of the Village of Deerfield, Illinois.

Said work shall be done in a workmanlike manner and under the supervision of the Board of Local Improvements of the Village of Deerfield, Illinois.

All storm water inlets, catchbasins, pipe connecting inlets to catchbasins, pipe connecting catchbasins to manholes shall be located as shown on the attached drawing.

This improvement shall be constructed as shown on drawings attached hereto and made a part hereof.

STANDARD SPECIFICATIONS PORTLAND CEMENT CONCRETE INTEGRAL CURB AND PAVEMENTS SUBURBAN TYPE FOR ORDINANCE

On each side of each roadway to be improved there shall be constructed a Portland cement concrete curb built integral with the pavement, except across intersecting roadways.

The curb shall be of varying thickness as hereinafter provided and the height thereof shall be as determined by the elevations for top of curb and for the gutter line given on the plans attached hereto. The back face of the curb shall be vertical, the top surface of the curb and pavement slab shall be in vertical planes twelve (12) inches apart measured horizontally.

The curb shall be built as a unit in such a manner that at any point a vertical plane normal to the back face of the curb will intersect the bottom surface of the curb in a single horizontal straight line, the elevation of which shall be seven (7) inches below the elevation of the gutter line as given on the plans attached hereto; and in such manner that said plane will intersect the back face of the curb and the imaginary plane dividing curb and pavement slab in single vertical straight line, the elevation of which shall be seven (7) inches below the elevation of the gutter line as given on the plans attached hereto; and in such manner that said plane will intersect the back face of the curb and the imaginary plane dividing curb and pavement slab in single vertical straight line, the elevation of which shall be seven (7) inches below the elevation of the gutter line as given on the plans attached hereto; and in such manner that said plane will intersect the back face of the curb and the imaginary plane dividing curb and pavement slab in single vertical straight line, the elevation of which shall be seven (7) inches below the elevation of the gutter line as given on the plans attached hereto; 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