s and ask There will

CANS USING LESS FLOUR NOW

aption of This Staple In Decreased 24 Per Cent Since 1904

mption of flour in the United as declined 24 per cent since ys the Department of Agriand in seeking the reason it or one thing, the increasing the American people to have varied diet-Americans do not bread alone, and they are now ess bread than they once did. epartment's figures show that each American used 5.4 bushheat, but that the average curhaumption has shrunk to 4.3 The bare figures do not make at flour is now used more efand that the quality of wheat n steadily improved, two circes to explain the baking of with less flour than "the kind other used to make." As the ment puts it, other ingredients ur may now form larger pro-In the domposition of the cial wheat loaf. On this point data are not available. It is othing however, that accordthe census of 1923, the bakustry, besides consuming 31. barrels of flour valued at .000, used other ingredients edly tended to satisfy wants therwise would have meant a braft on the flour supply

need be no misgiving about be of bread in the American whatever the figures seem to for it still fortifies plain and are, and will continue to pass

# MATIC MOTION PICTURE MACHINE

ht Movies Show Visitors Sesquicentennial Its Many Features

ctivities of virtually all of the departments in the Governuilding at the Sesqui-Centenernational exposition, in Philaare demonstrated to the visithe exposition by means of a light motion picture machine perates without the aid of an

ew projector, which is small, d compact, can be placed on a carried from place to place hes a reel on a glass screen equally visible in broad daywell as at night. Many of the rs at the exposition are also e projector, which is known as itel Self-Operating Projector. complete steps in the manuof world famous products are made known to the visitors.

## TRIC RAILWAYS IN MOST U. S. CITIES

one exception, all cities of the States having a population of persons or more have electric allways. This represents an ent of nearly \$6,000,000,000 stitutes 2 per cent of the naealth. During 1925 they proransportation for more than 00,000 persons, which is equalrides for every inhabitant of ted States.

# L WIND THAT BLOWS NOBODY GOOD

n ill wind that blows nobody And the laundry folk should anks for soft coal and soot. ati pays ah extra \$170,000 a laundering shirts and collars. g smoke adds \$16 per capita to the laundry bill; and 90,s of soot fall every year in What's the answer? Use

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

THURSDAY JULY 29 1 192

BOARD OF LOCAL IMPROVE-MENTS TO THE PRESIDENT AND BOARD OF TRUSTEES OF THE VIL-LAGE 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 OALS AVENUE, HAZEL AV-ENUE, JOURNAL PLACE, SPRING-FIELWAVENUE, PARK AVENUE SECOND STREET, WOODWARD AVENUE, SHERIDAN AVENUE GRAND AVENUE, PRAIRIE AVE-NUE, AND CLAY AVENUE, AND INCLUDING ROADWAYS OF IN-TERSECTING STREETS AND AL-LEYS 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 SPECI-AL ASSESSMENT AND THE IS-S U I N G OF IMPROVEMENT BONDS"; together with an estimate of the cost of said improvement, itemzed 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. Illiois. ESTIMATE

TO THE BOARD OF LOCAL IM-PROVEMENTS.

DEERFIELD, ILLINOIS. Gentlemen: 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 Aveue 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 af 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 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 and and Improvement Association Subdivision in Section 29-43-12, influding the roadways of all intersectng streets and alleys extended lying between the street lines and curb

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 aw, is as follows:

ines of those portions of streets

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 \$12,680.55 vard

20021 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 (31/2) parts coarse aggregate and with upper and roadway face of curb finished with mortar one-half (1/2) inch thick included in above total thicknesses composed of one (1) part Portland cement two (2) parts fine aggregate, complete place, including all labor and materials @ \$0.60

.\$18,012.60 per lineal foot 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 onehalf (31/2) 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 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

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 (21/2) parts fine aggregate, including excavation refilling, labor and materials, complete in

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 Pertland cement, two and one-half (21/2) 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

place @ \$30.00 each

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

40 Lineal feet of steel protection plates two and one-half (21/2) inches by one-eighth (1/4) inch, complete in place @ \$0.25 per lineal foot

1270 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 Portlar 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

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

6 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 616 Lineal feet of threequarter (%) 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 lin-

eal foot 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 ENGINEERING AND IN-

SPECTION TOTAL LABOR AND MA-TERIALS \$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

ESTIMATED TOTAL COST OF SAID PRO-IMPROVE-POSED MENT JAMES J. HOOD,

President, Board of Local Improvements. Village of Deerfield, Illi-

AND I HEREBY CERTIFY THAT, Cincinnati, Ohio, and known-as "Clasin my opinion, the above estimate tite." does not exceed the probable cost of the above proposed improvement and

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

AN ORDINANCE AVENUE, JOURNAL

IMPROVEMENT BONDS. BE IT ORDAINED BY THE PRESI- to. ILLINOIS: SECTION 1.

> wit: ...\$4,050.00 Paul Railroad; also the roadway of Deerfield, Illinois.

except between a line parallel with field. Illinois. rail and a line parallel with and two pipe connecting inlets to catchbasins, Railroad; also the roadway of Journal attached drawing. existing state cement pavement in structed as shown on drawings at-Waukegan Road to the north curb line tached hereto and made a part hereof pavement proposed in Hazer Ave- of. nue; also the roadway of Springfield STANDARD SPECIFICATIONS 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 Avefrom the north street line of Deer- cept across intersecting roadways. field Avenue to the south curl line | The curb shall be of varying thickof pavement proposed in Hazel Ave- ness as hereinafter provided and the

integral with the pavement.

The pavements to be constructed in measured back to back of curbs

hereto and tangent to both intersect- and shall be given a smooth brush ing curb lines.

Cast iron covers for manholes shall be of the same type and quality at the rectly upon the subgrade. man Avenue and eight (8) feet east | made a part hereof. of the center line of Chestnut Street.

Cast iron covers for catchbisins 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 graded that the finished pavement, Deerfield, Illinois.

The cast 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 Wankigan Road in Village of Deerfield, Illinois. Expansion joints shall be similar and equal to that manufactured and sold by Philip Carey & Company of

Steel protection plates shall be similar and equal to "Truscon Armor

ESTABLISHED GRADES: The line of the top surface of the the street lines. curbs, when constructed or said ines

PROVIDING FOR THE GRADING, crown line, shall be as shown on at-PAVING, CURBING, DRAINING, tached drawing; said elevations be-AND OTHERWISE IMPROVING ing given in feet and decimal fractions All surplus excavated material required finished grade. THE ROADWAY OF A PORTION OF thereof above Village Datum at each shall be removed from the site of the The surface of the concrete pave-FAIR OAKS AVENUE, MAZEL of the several locations specified. improvement. PLACE, From each point specified for one After the subgrade has been pre- to the established grade by means of SPRINGFIELD AVENUE, SECOND STREET, street, the line of the top surface of all underground work completed as possible after the concrete has been WOODWARD AVENUE, SHERI- the extensions of intersecting streets) hereinafter described, the subgrade struck off, it shall be rolled with a DAN AVENUE, GRAND AVENUE, shall follow a uniform grade to the shall be sprinkled with water so as metal roller having a smooth, even PRAIRIE AVENUE, AND CLAY next specified point for the same to be thoroughly wet, but show no surface, approximately six (6) feet AVENUE, AND INCLUDING ROAD- street in each direction, and the pools of water. WAYS OF INTERSECTING grades given shall apply to both curbs The concrete pavement shall be inches in diameter, and weighing not constructed between the integral less than sixty (60) nor more than

DEERFIELD, LAKE COUNTY, one hundred fourteen and fifteen hun- en (7) inches. dredths (114.15) feet below a bench mark which is top of west head bolt ments shall be composed by volume two (2) applications of a belt made That a local improvement shall be on the fire hydrant located at north- of one (1) part of Portland cement, of canvas, eight (8) inches in width made within the Village of Degrield, west corner of Lincoln Avenue (Wau-County of Lake, and State of Illinois, kegan Road) and Deerfield Avenue in three and one-half (3½) parts of width of the pavement. The belt

Grading, paving, curbing, draining character to be used in the construc- same are uniformly distributed and width of the pavement shall be used and otherwise improving the readway tion of this improvement shall be of the concrete is uniform in color and to enable the workmen to finish the of Fair Oaks Avenue from the south- first class quality suitable for the pur- homogeneous and sufficient water joints with a wooden hand float, no westerly edge of existing state eement pose for which they are to be provided and subject to the inspection which can be spread into contact with the finished work. Avenue) to the east right of way line tion and approval of the Board of Lo- position with a template, but the The surface of the concrete pave-

east street line of Potomac Avenue provements of the Village of Deerand two (2) feet east of most easterly All storm water inlets, catchbasins,

(2) feet west of most westerly rail pipe connecting catchbasins to man-Place from the southwesterly edge of This improvement shall be con-

Avenue from the south curb line of PORTLAND CEMENT CONCRETE

INTEGRAL CURB AND PAVE-MENTS SUBURBAN TYPE FOR ORDINANCE

On each side of each roadway to nue to the north street line of Deer- be improved there shall be constructfield Avenue; also the roadways of ed a Portland cement concrete curb Second Street and Woodward Awenue built integral with the pavement, ex-

nue; also the roadway of Sheridan height thereof shall be as determined Avenue from the south street the of by the elevations for top of curb and Somerset Avenue to the north curb for the gutter line given on the plans line of pavement proposed in Hazel attached hereto. The back face of Avenue; also the roadway of Grand the curb and the imaginary plane di-29-43-12, including the roadways of which shall be seven (7) inches below surface of the gutter line. all intersecting streets and allegs ex- the elevation of the gutter line as giv- Joints shall be placed not less than be thoroughly saturated with water

lets to said new and existing eatch- and extending in a direction towards the line and continuous with the ted at the discretion of the Board of basins with vitrified tile sewer pine the back face of the curb along the joints of the pavement. of an internal diameter of eight (8) arc of a circle having a radius of The concrete pavement shall be thoroughly inches, connecting the new catchbasins nine (9) inches, the center of which inforced with a steel mesh fabric of banked with earth and the entire surto existing manholes with vitrified arc shall be located nine (9) inches the type which is commonly known face of the pavement covered with tile sewer pipe of an internal diameter vertically above the gutter line to a to the "trade" as "wire fabric." Said at least (2) inches of earth for of eight (8) inches, grading and gevel- point of common tangency with a cir- wire fabric shall be composed of one a period of two (2) weeks. ing parkways, constructing Porland cle next herein described; and thence layer of cold drawn steel wires evencement concrete reinforced pavement along the arc of a circle convex up- ly spaced and placed parallel to each with asphaltic felt expansion ints, ward of a radius varving in such a other and a second layer adjacent it has been constructed. steel end protective plates, and trans- manner from three (3) inches to in- thereto of evenly spaced cold drawn verse joint dowels, and constructing finity, having its center in the back steel wires placed parallel to each Portland cement concrete curb built line of the curb or said line extended, other and at right angles to the dithat it will pass through a point on rection of the wires of the first layer, The crown lines of the pavements to the back line of the curb at the ele- all wires of the first layer shall be be constructed shall coincide with the vation as shown for top of curb on firmly attached to all wires of the centerline of the streets to be im- the plans attached hereto, and be tan- second layer at each intersection by

nine (9) inch radius. all streets and extensions of streets be mixed in the same proportions and the longitudinal wires per foot width provided herein to be improved shall of the same materials as that for the of fabric and the cross sectional area be twenty-one (21) feet in width pavement. The concrete for that por- of the transverse wires per foot measured back to back of curbs ex- tion of the integral curb above the length of fabric shall be equal to each cept that paving on Journal Place flow line of the gutter shall be imme- other and each shall be not less than shall be eighteen (18) feet in width diately deposited after the pavement as follows: eight hundredths of a has been struck off and rolled. The square inch (.08). Where the curb lines of one street top and roadway surface of the curb to be improved intersect the curb shall be finished with one-half (1/2) lines of intersecting streets or alleys. inch (included in above total thicksaid intersecting curb lines shall be nesses) mortar composed by volume joined by an arc of a circle having a of one (1) part of Portland cement radius as given on the plans attached and two (2) parts of fine aggregate,

Said curb shall be constructed di cover now in place over a manhole at The curb shall be so built that the the intersection of Osterman Avenue elevation of the top of the curb and and Chestnut Street in Village of the elevation of the gutter line shall Deerfield. Illinois, at a point eight (8) | conform to the established grades as feet south of the centerline of Oster- given on plat attached hereto and

> INTEGRAL CURB PAVEMENT All streets and all extensions of streets and alleys herein provided to be improved, shall be excavated or filled as the case may be and so. including curbs, shall conform to the established lines and grades. Grading shall include all cuts, fills, and all earth or rock moving where such work is necessary for this improvement. The subgrade shall be brought to the proper form and grade and shall be brought to a firm compacted ed across the unprotected ends of the portioned argillaceous and calcarous surface by rolling, tamping, or other pavement on all streets and exten- materials and to which no additions

ly from the top of the curb to a point finished surface to two and one-half The resultant clinker shall be so one (1) inch below the top of the (21/2) inches below the finished sur- ground as to produce a cement so fine sidewalks, where sidewalks exist. face, and shall be set in place and se- that at least seventy-eight percent Where no sidewalks exist the park- curely imbedded on the concrete dur- (78%) of the volume will all lawful expenses attending the Plates" manufactured and sold by top of the curb for a distance of five After mixing as hereinbefore spec- and (40,000) meshes to the square Truscon Steel Company of Youngs- (5) feet away from the curb, and ified, concrete shall be deposited rig- inch and be so seasoned as to produce thence shall slope up or down uni- idly upon the subgrade first within an initial set in not less than forty-

BETWEEN THE STREET LINES unless otherwise shown on the plans curbs on each side of the street road one hundred (100) po AND CURB LINES OF THOSE attached hereto. From each point ways to be improved, in such man- Said roller shall be divided PORTIONS OF SAID STREETS specified for one street the gutter line ner that a transverse section of the ally through the center so that one AND AVENUES TO BE IMPROVED will follow a uniform grade to the finished top surface of the pavement (1) inch is left to allow rolling on AS AFORESAID, ALL IN THE VIL- next specified point for the same shall at all points coincide with the both sides of the projecting joint fill-LAGE OF DEERFIELD, LAKE street in each direction (except across arc of a vertical circle passing er. The roller shall pass from one COUNTY, ILLINOIS, AND PROVIDthe roadways of intersecting streets) through the gutter line and the crown edge of the pavement to the other.
and the grades given shall apply to line. The crown or rise in the top After the roller has covered a given IMPROVEMENT BY SPECIAL AS- both gutters of the streets at the surface of the pavement shall be as area in the manner described, the SESSMENT AND THE ISSUING OF points designated unless otherwise shown by the centerline elevations same area shall be covered by the specified on the plans attached here- and the gutter elevations on attached roller for not less than three (3)

the nature, character, locality and de- Village of Deerfield, Lake County, Ill- coarse aggregate. These ingredients shall be applied with a combined shall be mixed in a batch mixer and cross-wise longitudinal motion. All materials of every kind and the mixing shall continue until the A suitable bridge to span the

surface under light tamping. of Chicago, Milwaukee and Saing Paul holes shall be located as shown on the the drum shall be completely emptied given a brush finish. before receiving material for the suc- . After the concrete pevement has for the particular mixer, but not wind with suitable frames covered less than twelve (12) revolutions per with canvas. In case the pavement

of the boom and bucket delivery type. kept wet. As soon as practicable terials for concrete, including water set, and not later than ten (10) shall be one which shall insure uni- o'clock A. M. of the day following

terials at all times. each lot, block, tract or parcel of urated with water or covered immedland fronting upon the proposed im- lately with water held upon the surprovement upon the request of the face of the pavement by means of Owner or Owners thereof, or by or- dikes. When this latter "ponding" der of the Board of Local Improve- method is used, the surface of the Avenue from the north street line of viding curb and pavement slab shall ments, without additional cost to the pavement shall be kept covered with Deerfield Avenue to the south street be in vertical planes twelve (12) City or to said property Owners at water for a period of two weeks. If line of Greenwood Avenue; also the inches apart measured horizontally, such places where said Board shall the earth covering is used, the roadways of Prairie Avenue and Clay The curb shall be built as a unit in direct during the progress of the edges of the pavement shall be bank-Avenue from south curb line of pave- such a manner that at any point a work. Where the curb is omitted, the ed with earth and the surface of the ment proposed in Hazel Avenue to vertical plane normal to the back face pavement shall be carried to the line pavement shall be covered with at south line extended of Block Fourteen of the curb will intersect the bottom of the curb and outside least two (2) inches of earth, said (14) of Deerfield Land and Improve- surface of the curb in a single hori- edge thereof shall be raised one and thickness being determined after all ment Association Subdivision. Section zontal straight line, the elevation of one-half (11/2) inches above the top earth has been thoroughly saturated

tended lying between the street lines en on the plans attached hereto; and thirty (30) feet apart nor more than twice each day at intervals of about and curh lines of those portions of in such manner that said plane will thirty-six (36) feet apart in the pave- twelve (12) hours for two (2) weeks, and streets above provided to be improved. intersect the back face of the curb ments herein provided for. Said the covering shall remain upon the Said improvement shall include and the imaginary plane dividing curb joints shall be normal to the center- road for at least twenty (20) days grading and preparing the subgrade and pavement slab in single vertical line of said pavements. Said joints from the time of its application, and to receive the hereinafter described straight lines; and in such a manner shall be one-half (1/2) inch in thick- for a longer period of time if weathnavement and integral curb, agjust- that the intersection of said vertical ness and shall be filled with an as- er conditions, in the opinion of the ing existing manhole and catchpasin plane normal to the back of the curb phaltic felt extending from the bot- Board of Local Improvements, make covers to grade, constructing new with the top surface of the curb, shall tom surface to a height of one-half this desirable. catchbasins, constructing new storm be a line described as follows: (1/2) inch above the top surface of water inlets with cast iron covers, Beginning at the intersection of said said pavement. A similar joint in ture is below fifty (50) degrees F., connecting said new storm water in- gutter line and said vertical plane the curb shall be placed directly in sprinkling or ponding may be omit-

proved, except as shown on attiched gent to said arc of a circle having a welding or other suitable means, materials graded from fine to coarse, equal in quality and workmanship to with the coarse particles predomin-Concrete for integral curbs shall welding. The cross sectional area of ating.

ment on street and alley returns shall lineal inch. Said fine aggregate shall be the same as for the pavement of contain no vegetable or other deleterthe roadway of the street on which jous matter, or more than three (3) such returns are located. Where a percent by weight of clay or loam. pavement on one street narrows or | Coarse aggregate herein provided widens by means of converging or to be used shall consist of clean, hard, diverging curb lines, the reinforce- tough, durable crushed rock or pebment for the pavement for the dis- bles, graded in size, free from vegetance included in such convergence table or other deleterious matter, and or divergence shall be the same as shall contain no soft, flat or elongated that, of the wider pavement adjac- pieces. The size of said crushed rock ent to said convergence or divergence or pebbles shall be such as to pass a respectively.

fabric shall be spaced at intervals of no more than five (5) percent shall not less than six (6) inches nor more pass a screen having four (4) mesh than twelve (12) inches. The re- es per lineal inch, and so that no ininforcing fabric shall extend to with- termediate sizes shall be removed. in two (2) inches of all joints and pavement edges and shall be placed two (2) inches below the surface of tion of the Portland cement concrete the finished pavement. Adjacent to be used in this improvement shall widths or lengths of fabric shall be be some standard brand of Portland lapped not less than the distance a- cement that has been used in Public part of wires in the layer parallel Work and found satisfactory and to the lap, plus one (1) inch.

Steel protection plates one-eighth calcination to incipient fusion of an (1-8) inch in thickness shall be plac- intimate mixture of properly prosions of streets and alleys, and shall greater than three percent (3%) has The parkways shall be graded even- extend from the top surface of the been made subsequent to calcination.

formly to meet the existing ground at two (2) inches below the top of the five (45) minutes. finished pavement. The steel wires All soft and spongy and all vege- mesh reinforcement as hereinbefore extended, and the gutter line and the table or perishable matter shall be specified, shall be then placed flatwise vided for shall be of tough gray iron,

ment shall be struck off and brough

DENT AND BOARD OF TRUS- Village Datum for the purpose of All pavements herein provided for forty (40) minutes, depending on this ordinance shall be a level plane shall have a uniform thickness of sev- weather conditions. times at intervals of fifteen (15) to

After the rolling has been com-Concrete for the said concrete pave- pleted the paving shall be finished by

of the Chicago, Milwaukee and Saint cal Improvements of the Village of amount of water used shall not be ment for a distance of eight (8) sufficient to cause a separation of inches on each side of the joint filler Hazel Avenue from the southwesterly Said work shall be done in a work- the coarse aggregate from the mortar shall be finished with a metal trowel edge of the existing state dement manlike manner and under the super- in handling the concrete, and said when the concrete shall have become pavement in Waukegan Road to the intendence of the Board of Local Im- concrete shall be of a consistency sufficiently hard, and the edges of such that the mortar will flush to the the joint shall then be quarter-rounded with an edging tool having a radi-The mixing of said concrete shall us of one-quarter (1-4) inch, and continue in the drum of the mixer the surface for eight (8) inches on not less than one (1) minute, and each side of the joint shall then be

> ceeding batch. The drum shall re- been finished as above described, it volve at a rate of speed specified shall be protected from the sun and minute. The mixer shall be provided dries too rapidly, resulting in hair with an accurate positive automatic cracks or checking of the surface, water measuring device, also with an the canvas shall be laid directly upon automatic timing device, and shall be the concrete and the canyas shall be The method of measuring the ma- after the concrete has taken its final form proportion of each of the ma- the placing of the concrete, all canvas shall be removed and the entire . Openings in the curb for private pavement shall be covered immediadriveways shall be made opposite ately with earth and thoroughly satwith water. The earth covering shall

When the average daily tempera-

Pavement shall be kept closed to traffic for twenty (20) days after No pavement or combined curb and gutter shall be constructed when the

temperature is below thirty-three (33) degrees Fahrenheit All fine aggregate or sand herein provided to be used shall consist of

fine aggregate when dried shall pass a screen having four (4) meshes per lineal inch. Not more than twenty-five (25) percent shall pass a sieve having fifty (50) meshes per lineal inch, and not more than five (5) percent shall pass a sieve The reinforcement for the pave- having one hundred (100) meshes per

two and one-half (21/2) Inch round The wires of each layer of all such opening and shall range down so that

CEMENT: The cement used in the construcshall be a product resulting from the through a sieve having forty thous-CAST IRON COVERS.