

free from blow holes, cinder spots or cold shuts. The ultimate tensile strength thereof shall not be less than sixteen thousand (16,000) pounds per square inch, and all such cast iron covers after casting and before cooling shall receive a thorough coat of asphaltic paint.

MORTAR
All mortar used for filling joints in vitrified tile pipe and for laying brick for catchbasins and manholes shall be made by intermixing one (1) part of Portland cement with two (2) parts of clean, coarse, sharp sand, and sufficient water to make a quaking mass.

The improvement herein provided for shall include the construction of storm water inlets located at necessary points. Said storm water inlets shall be constructed in and under the curb and gutter of proposed pavement and shall consist of a standard inlet cover as hereinafter specified, set upon a rectangular hollow base of Portland cement concrete, three (3) feet square and eighteen (18) inches in thickness, outside measurements. Said hollow base shall provide a water storage space, eighteen (18) inches in width, twenty-four (24) inches in length and twelve (12) inches in depth, making the front and back walls of the base each nine (9) inches in thickness and the sidewalks six (6) inches in thickness and the bottom of said base six (6) inches in thickness.

Said base shall be constructed of Portland cement concrete, composed by volume of one (1) part Portland cement, two and one-half (2 1/2) parts of fine aggregate and four (4) parts of coarse aggregate, with sufficient water added to secure a good plastic mass. Upon the top of the concrete base above specified there shall be placed the said cast iron inlet cover, weighing not less than three hundred and twenty (320) pounds. Each of said inlet covers shall have an adjustable back or curb portion and shall have a horizontal grate seven-teen (17) inches by twenty-two (22) inches. Said inlet cover shall be so set upon the top of said concrete base that the top of the said grate shall be flush with the top surface of the gutter flag and pavement herein provided for at the point where said storm water inlet shall be located and the curb portion of said storm water inlet shall be located on the line and grade of the curb of said roadway, therein provided for at the point where said storm water inlet shall be located, all in such manner as to receive the water from the surface of the pavement. Each of the above described storm water inlets shall be connected with the nearest existing or new catchbasin by means of vitrified tile pipe of an internal diameter of eight (8) inches. Each of said pipe connections shall extend from the inside face of the catchbasin with which it connects on a straight line and on a grade with a uniform rise of one (1) inch per eight (8) feet of length to a connection with the wall of said inlet, with the bottom of the invert of said vitrified tile pipe coinciding with the top surface of the bottom of said inlet. The connecting pipe shall terminate at the inside face of the wall of the inlet.

ADJUSTING MANHOLES AND CATCHBASINS

The several sewer manholes and catchbasins located in said roadways shall be raised or lowered as may be necessary to make them conform to the finished surface of said pavement. The several catchbasins located outside of said roadways shall be raised or lowered as may be necessary to make them conform to the established grade of top of curb herein described. Said adjustment shall be made with the same kind of material as that of which said manholes and catchbasins are now constructed.

The several catchbasins located on the line of the curb shall be raised or lowered and adjusted laterally as may be necessary to make them conform to the finished surface of said pavement or to said established grade of top of curb according to whether the major part of said catchbasins lies within or without the line of said curb. Said adjustment shall be made with the same kind of material as that of which the said sewer manholes and catchbasins are now constructed.

CATCHBASINS

The improvement herein provided for shall include the construction of necessary brick masonry catchbasins. Brick catchbasins shall be constructed at necessary points. Said catchbasins shall be seven (7) feet and six (6) inches deep, measuring from the top of the brickwork to floor of catchbasin. Top of brickwork shall be nine (9) inches below the grade of the top of the adjoining curb. Said catchbasins shall be circular in form, of an internal diameter of four (4) feet. The walls shall be constructed of brick masonry eight (8) inches in thickness, composed of the best grade of hard-burned sewer brick, laid in Portland cement mortar. The inside face of the walls shall be washed with a neat cement grout. The bottom of said catchbasin shall be constructed of concrete six (6) inches in thickness, composed of one (1) part of Portland cement, two and one-half (2 1/2) parts of fine aggregate, and four (4) parts of coarse aggregate. The upper four (4) feet of the walls of the catchbasin shall be drawn in from forty-eight (48) inches to twenty-four (24) inches in diameter and upon said wall shall rest a cast iron frame and cover, the combined weight of which shall be not less than three hundred and twenty (320) pounds, and the top of said cover shall be set at the elevation of the top of the adjacent curb. Said catchbasin shall be trapped with a half trap of vitrified tile pipe of eight (8) inches internal diameter and shall be connected with the nearest existing manhole by means of vitrified tile pipe of eight (8) inches internal diameter, laid on a straight grade with a rise from said manhole of one (1) inch vertical to ten (10) feet horizontal to said half-trap. Said half-trap shall be set so that the elevation of the bottom of the half-trap within the catchbasin

shall be three (3) feet and six (6) inches above the floor of the catchbasin.

The tile used in the construction of the sewer and inlet connections shall be straight, smooth and sound, thoroughly burned and vitrified, free from lumps or other imperfections and with the least possible variation from true cylindrical shape. Pipe shall be of the hub and spigot pattern. All straight pipe must be straight in the direction of the axis of the cylinder, and the inner and outer surfaces of each pipe must be concentric. The standard thickness of the eight (8) inch pipe shall be thirteen-sixteenths (13-16) inches with a limit of variation not to exceed one-eighth (1-8) inch either way, all to be made with the end square and at right angles to the axis of the pipe. All joints between sewer tile shall be made by placing the exterior of the straight end firmly against the shoulder socket in concentricity with the straight and firmly against the shoulder of the socket. The cement mortar shall then be so placed as to completely fill the space between the socket and the pipe and cover the exterior end of the ball.

All trenches for sewer pipe shall be excavated to a width at the bottom of not less than twelve (12) inches greater than the outside diameter of the pipe to be laid therein. The trench bottom shall be so excavated as not to cause any abrupt changes in the grade or line of the pipe and shall be such as to lay each section of pipe a full bearing along its entire length. Underneath the bells of the pipe the earth shall be cupped in such a manner that the bearing will not be at the joints. After the sewer pipe connections are in and have been tested to determine that they are true to the established line and grade, the trenches shall be filled with the excavated material. All trenches and other excavations around catchbasins and manholes and inlets shall be backfilled and tamped and the surface of the street or parkway returned to the grade and condition practically the same as before the work was commenced.

On alley return the height of the curb above the gutter line shall vary uniformly from one (1) inch at the street line to the height herein specified at the curb line of the street.

The finished surface of the pavement at intersecting alleys extended shall extend from the gutter line by a gentle slope upward to meet the street line, in such manner that the top surface of the curbs on both sides of said alley return shall rise at the rate of one (1) inch vertical to eight (8) inches horizontal. The point of intersection of the centerline of said alley with the street line shall be two (2) inches above the top surface of the opposite curbs and cross-sections of said finished surface generally shall be arcs of vertical circles which respectively decrease in curvature with the distance from the street line, becoming a straight line at the gutter line.

At street intersections the grade of said top surface of said pavements shall be modified to such a degree only as is necessary to make the top surface of said intersecting roadway correspond, all under the direction of the Board of Local Improvements.

DEFINITIONS:

The words and phrases defined in this ordinance, whenever used in this ordinance, shall, unless such construction be inconsistent with the context, be construed as follows:

(a) "Street": Except where otherwise specifically limited shall include avenue, road, alley and highway.

(b) "Street intersections": The place where an alley joins or crosses streets meet and said intersections shall be bounded by the outermost street lines extended.

(c) "Alley Intersections": The places where streets cross or where a street and said intersection shall be bounded by the alley lines extended and shall extend from the curb line to nearest parallel street line.

(d) "Street Line" or "Property Line": The established boundary line between the land used as a street and the adjoining property, or said line extended.

(e) "Center Line of Roadway": A line extending lengthwise of a street midway between the street lines thereof.

(f) "Curb Lines": Lines established on each side of the center line of street defining the width of the roadway thereof, and distant twelve (12) inches from back of curb towards center line of street.

(g) "Roadway": That portion of street or alley lying between the established curbs thereof.

(h) "Parkways": Those portions of streets lying between the curb lines and the respective street lines but not already occupied by sidewalk or cross-walk.

(i) "Subgrade": The surface of the roadway of a street or alley to be improved, which has been formed and rolled so that when the finished pavement shall have been placed thereon, the surface of said pavement shall conform to the line and grade herein specified.

(j) "Crown Line": A line in the top surface of a proposed or existing pavement passing through the highest point of every cross-section thereof, said crown line coinciding with the center line of the pavement unless otherwise herein specified.

(k) "Gutter Line": The line where the top surface of the finished pavement flag joins the roadway face of the finished curb and distant twelve (12) inches from back of curb towards center line of street.

(l) "Face of Curb": A vertical plane through gutter line and to be known also as the "curb line."

(m) "Street Grade": The elevation above City Datum of the line of the top of finished pavement at the centerline.

(n) "Street Return": Those portions of the roadway of an intersecting street (B) intersecting a street (A) to be improved, that are included between the curb lines and street lines respectively on either side of said street (A) to be improved, shall be known as street returns, when the roadway of said intersecting street (B) is not to be improved immediately outside of the street lines of said street (A).

(p) "Alley Return": Those portions of the roadway of an intersecting alley intersecting a street to be improved, that are included between the curb lines and street lines respectively, on either side of said street.

(p) "Roadway Intersection": The places where roadways meet or intersect and said roadway intersections shall be bounded by the outermost curb lines extended of said roadways.

BRICK:

The brick used shall be of the best quality of sewer brick, uniform in quality, sound and hard-burned, free from lime and cracks, with edges full and square and of standard dimensions, viz.: eight (8) inches, by four (4) inches, by two and one-quarter (2 1/4) inches. When struck the brick shall have a clear ringing sound. They shall be of compact texture after being thoroughly dried and if immersed in water for twenty-four (24) hours shall not absorb more than ten per cent (10%) in weight of water.

Slip dowel bars made of round smooth steel bars shall be placed across and through all transverse expansion joints herein provided for. Said slip dowel bars shall be of three-fourths (3-4) inch diameter and shall be twenty-four (24) inches long. The dowel bars shall be placed horizontally and normal to the expansion joint which they cross, and the axis of each of the dowel bars shall be three and one-half (3 1/2) inches below the top surface of the pavement. These slip dowels shall be spaced along the expansion joint at intervals as shown on the cross section drawing attached hereto. Around the end of each bar shall be placed a length of steel gas pipe of one (1) inch internal diameter. Said slip dowel bars shall be eight (8) inches long and shall be placed so that it surrounds the dowel bar for four (4) inches of the length of the gas pipe and so that the gas pipe projects four (4) inches beyond the end of the dowel bar.

Each dowel bar shall be placed in a groove for each dowel bar shall be dipped in medium grade lubricating oil before being placed in the work; and after the gas pipe is placed on the end of the slip dowel the open ends of the gas pipe shall be plugged with cotton wadding before the dowels are covered with concrete. The dowels shall be placed so that center of dowel along its longest dimension will be at the expansion joint which the dowel crosses.

The steel for said dowel bars shall be made by the open hearth process and shall be what is known as the structural grade of steel from new billets. It shall be of tensile strength pounds per square inch 55,000 to 70,000 and the minimum yield point in pounds per square inch shall be 33,000. The minimum percent of elongation in eight (8) inches shall be 1,600,000 divided by the tensile strength.

SECTION II.

That the recommendation of the Board of Local Improvements of the Village of Deerfield, Lake County, Illinois, recommending the said above described improvement, together with the estimate of cost thereof made by the President of the said Village and of the Board of Local Improvements of said Village, as provided by law, both hereto attached, be and the same are hereby approved.

SECTION III

Ordered, that there is hereby provided and ordered, set aside from said total assessment, the sum of six per centum of the cost as estimated of said improvement, to-wit, Eight Thousand Eight Hundred Dollars (\$8,800.00) which shall be applied toward the payment of the expenses and cost of making and levying said assessment and of letting and executing bonds for the same, and any other lawful expenses attending the making and return of the assessment roll or rolls, and the cost of making and collecting the assessment as provided by the statutes of Illinois.

SECTION IV.

That said improvement shall be made and paid for therefor, including said sum of \$8,800.00, set aside pursuant to law, as provided in Section III hereof, shall be paid by special assessment to be spread, levied, confirmed and collected in accordance with and under and by virtue of an Act of the General Assembly of the State of Illinois, entitled "An Act Concerning Local Improvements," approved June 14, 1897, and all legal, valid and binding amendments thereto, heretofore or which may be hereafter made and in force and effect, and also in compliance with and under the authorities of any and all other acts of the General Assembly of the State of Illinois heretofore enacted supplemental to or in and of said "Act Concerning Local Improvements," approved June 14, 1897, and any lawful amendments thereof, or granting powers and authorities to the Village of Deerfield in the State of Illinois respecting the character of improvements hereinbefore defined.

SECTION V.

That the aggregate amount of said assessment shall be divided into ten (10) installments, and such division shall be so made that all installments shall be equal in amounts except that all fractional amounts shall be added to the first installment so as to leave the remaining installments in the aggregate amount of each equal in amount and in multiples of One Hundred Dollars (\$100.00); that said assessment and installment shall bear interest at the rate of six per centum (6%) per annum, beginning and payable at the time or times as provided in and by the statutes of the State of Illinois.

SECTION VI.

That, for the purpose of anticipating the collection of the second and succeeding installments, bonds shall be issued payable out of said installments when collected, bearing interest at the rate of six per centum (6%) per annum, payable annually. The date of said bonds shall be fixed by the Board of Local Improvements of the Village of Deerfield, Lake County, Illinois, and shall be in substantial form and issue and in all wise conform to the statutes of the State of Illinois in such case made and provided. Each of said bonds shall be signed by the President of the Vil-

lage of Deerfield and shall be attested by the Village Clerk and the corporate seal of said Village affixed thereto. Said bonds shall be issued in sums of One Hundred Dollars (\$100.00) or some multiple thereof. The Board of Local Improvements of said Village shall have the power to provide that said bonds shall have interest coupons thereto attached to represent the yearly interest to accrue thereon and shall provide for their execution or lithograph signature. The Board of Local Improvements shall pay out said bonds to the Contractor or persons performing the work and labor or furnishing the materials to construct said improvement in accordance with this Ordinance upon estimates in the manner provided by law.

SECTION VII.

That James J. Hood, President of the Village of Deerfield, Lake County, Illinois, be, and he is hereby ordered, to file a petition in the County Court of Lake County, State of Illinois, in the name of the Village of Deerfield, Lake County, Illinois, praying that such proceedings may be had in said court to levy a special assessment for the payment of the costs of said improvement and all lawful costs and expenses attending the same, including said six per centum set aside in the manner set forth in the estimate of cost and in Section III hereof, and in accordance with the terms and provisions of this Ordinance and in the manner prescribed by law.

SECTION VIII.

This ordinance shall be in force and effect from and after its passage and approval, and due publication, as required by law.

It was moved by Trustee Engstrom and seconded by Trustee Selig that the ordinance presented and read be passed to second reading and referred to the Street and Alley Committee of the Board and the Village Clerk instructed to have the same published in the Highland Park Press and the ordinance brought up for passage at an adjourned meeting of the Board to be held on Monday, August 9, A.D. 1926 at 8 P. M. at the Masonic Hall in Deerfield, Ill.

Question stated by the President and submitted to roll call. The vote stood: Ayes—Engstrom, Geary, Labahn, Segert, and Selig. Nays—none. Motion declared carried and so ordered.

Attest:
ALVIN KNAAK,
Village Clerk 22

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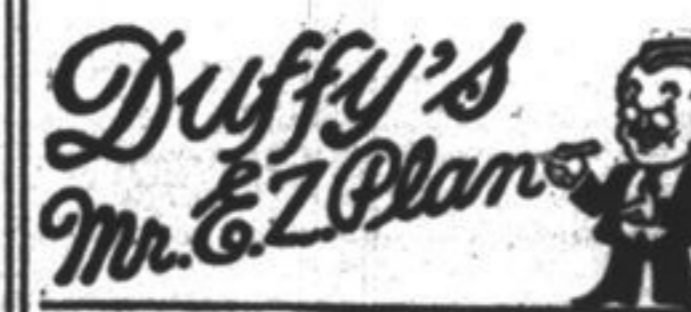
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