



REPRESENTATION

(INTERIM FILE)

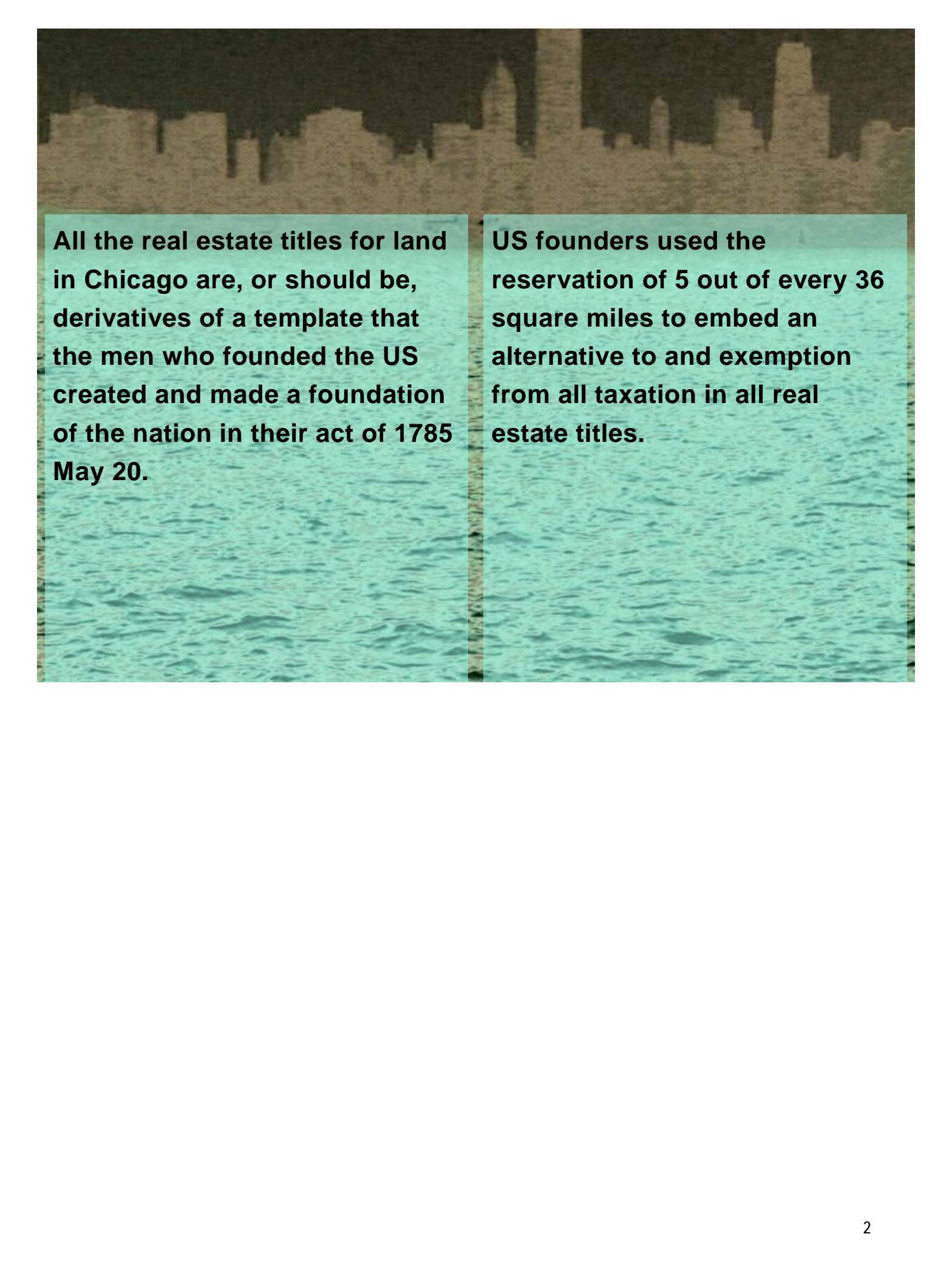


Background: Chicago skyline from Planetarium point.

Materials are presented for educational purposes only.

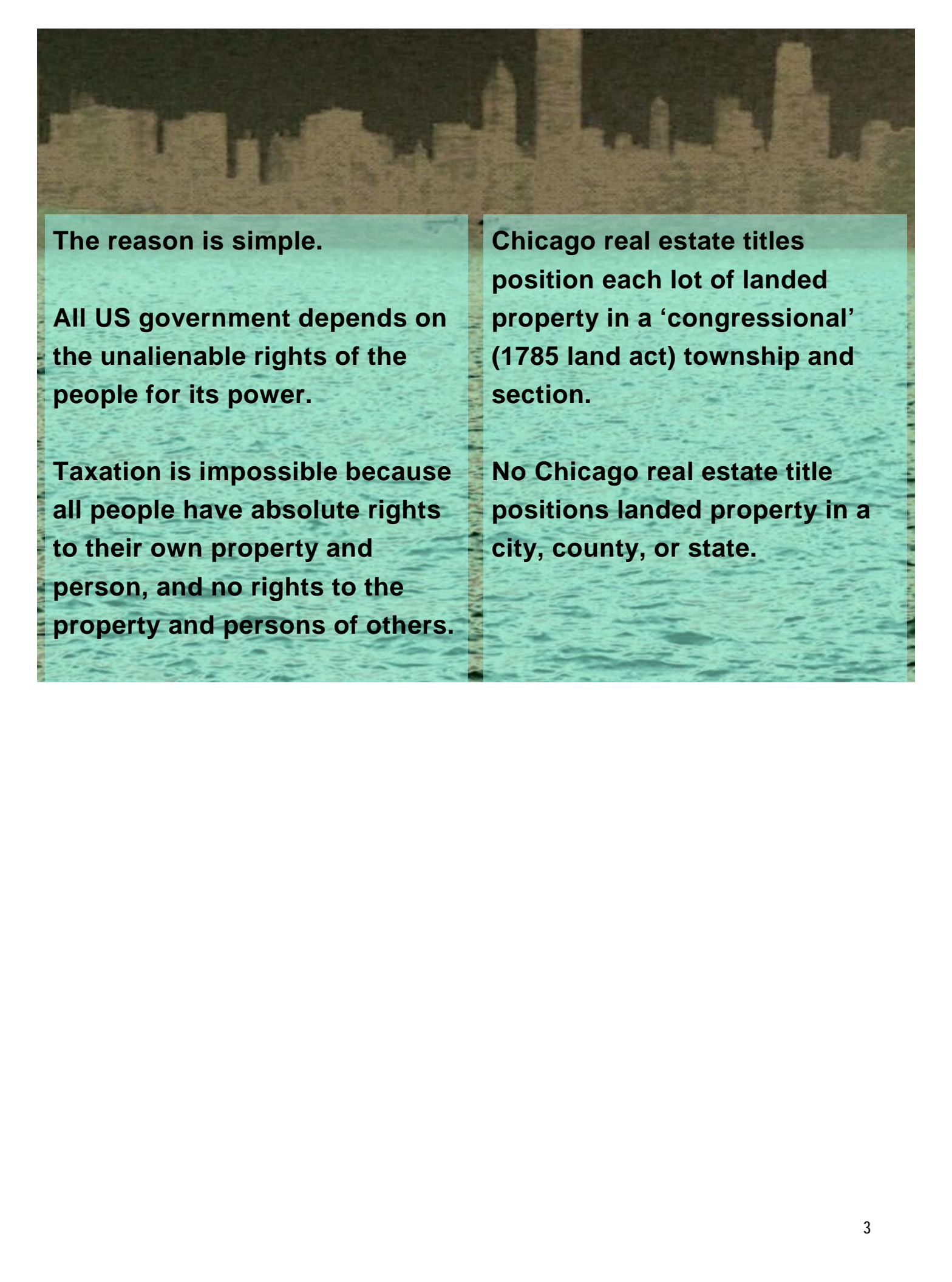
I'm not a licensed attorney and don't intend the materials presented here to replace the services of licensed attorneys
I work alone on a small, fixed personal income. If you appreciate my work, take advantage of it, and are able,
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Laurel Lee
Time For Democracy
Chicago, IL 60647-1127



All the real estate titles for land in Chicago are, or should be, derivatives of a template that the men who founded the US created and made a foundation of the nation in their act of 1785 May 20.

US founders used the reservation of 5 out of every 36 square miles to embed an alternative to and exemption from all taxation in all real estate titles.



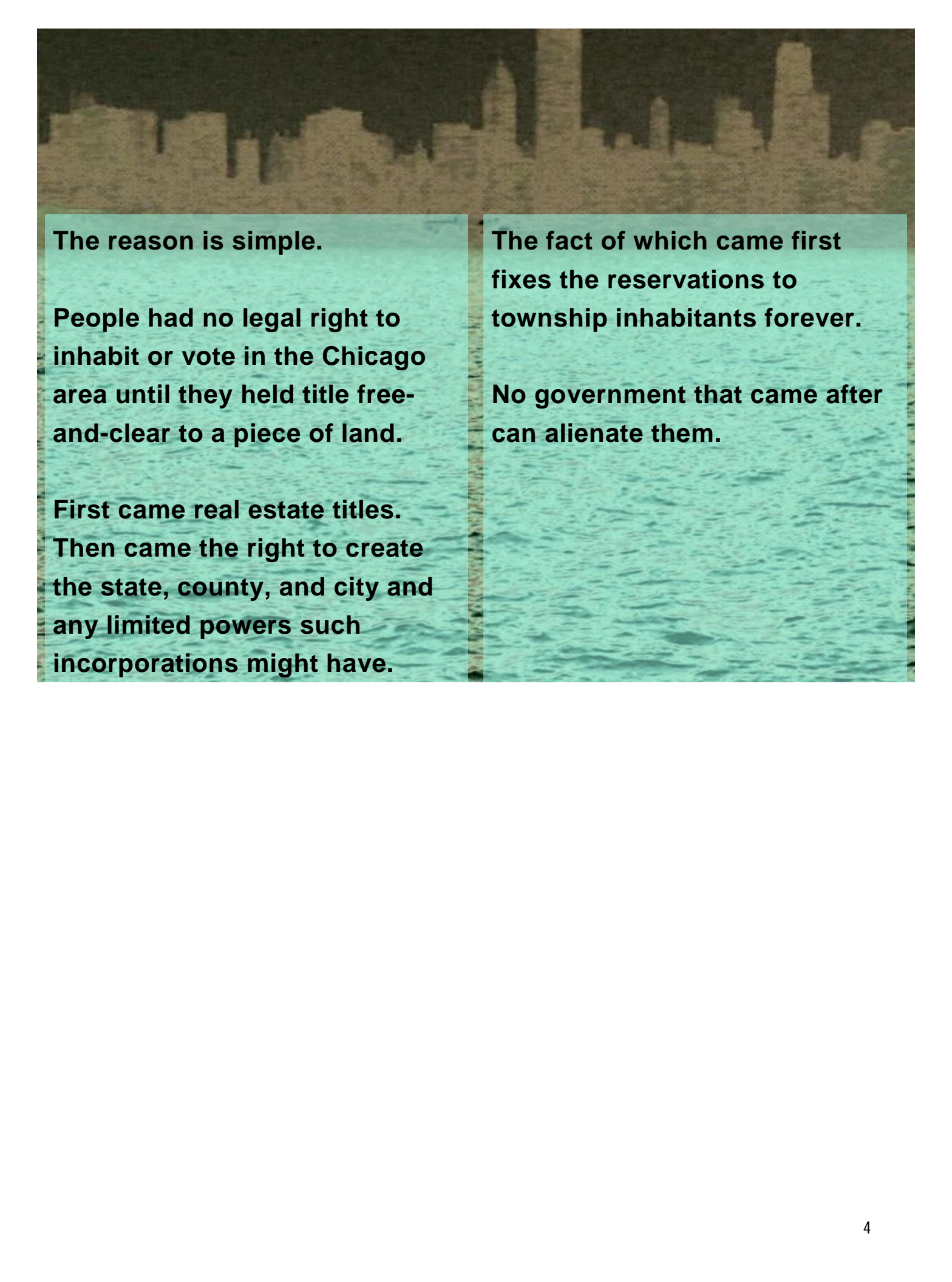
The reason is simple.

All US government depends on the unalienable rights of the people for its power.

Taxation is impossible because all people have absolute rights to their own property and person, and no rights to the property and persons of others.

Chicago real estate titles position each lot of landed property in a 'congressional' (1785 land act) township and section.

No Chicago real estate title positions landed property in a city, county, or state.



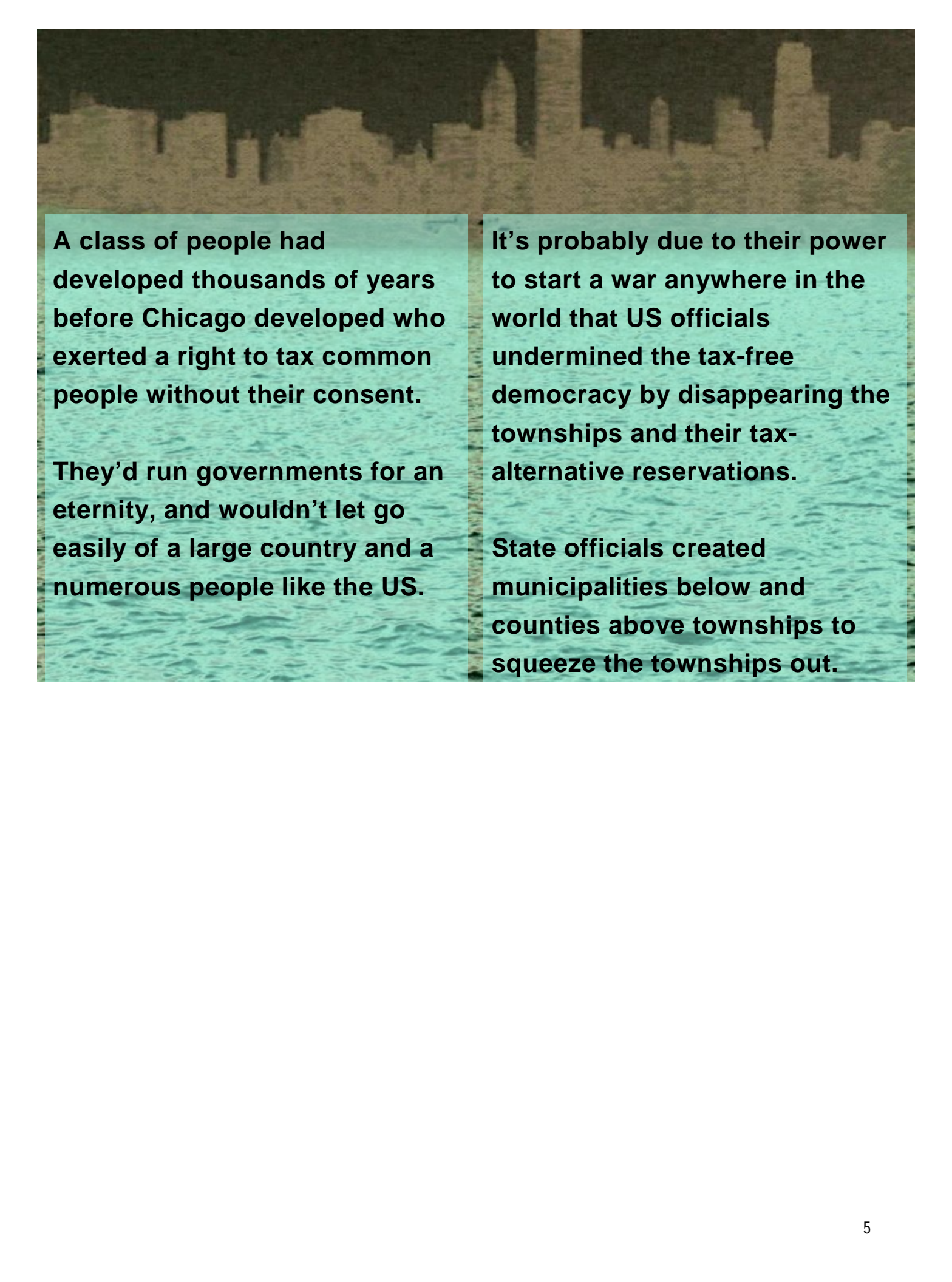
The reason is simple.

People had no legal right to inhabit or vote in the Chicago area until they held title free-and-clear to a piece of land.

First came real estate titles. Then came the right to create the state, county, and city and any limited powers such incorporations might have.

The fact of which came first fixes the reservations to township inhabitants forever.

No government that came after can alienate them.

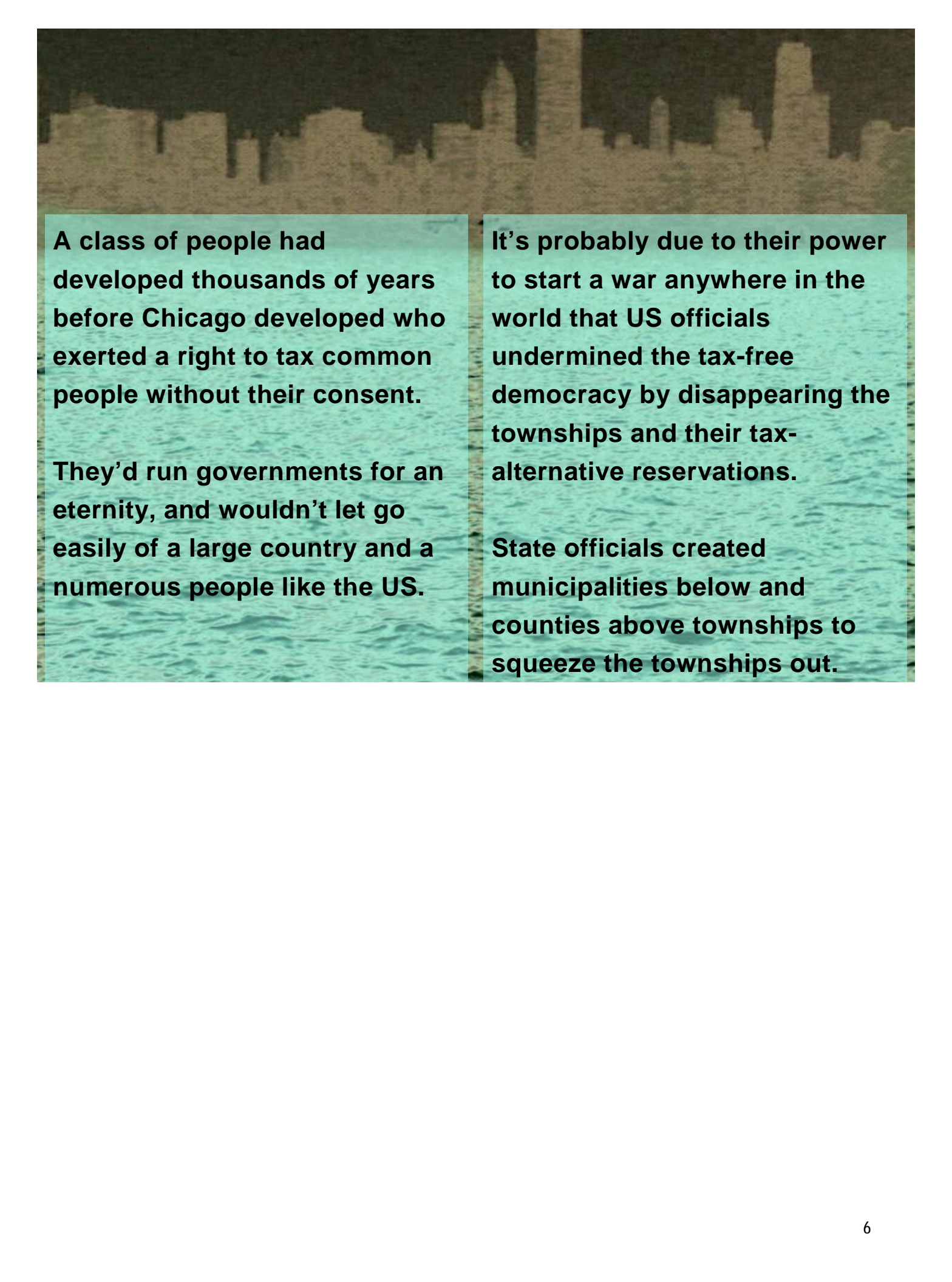


A class of people had developed thousands of years before Chicago developed who exerted a right to tax common people without their consent.

They'd run governments for an eternity, and wouldn't let go easily of a large country and a numerous people like the US.

It's probably due to their power to start a war anywhere in the world that US officials undermined the tax-free democracy by disappearing the townships and their tax-alternative reservations.

State officials created municipalities below and counties above townships to squeeze the townships out.

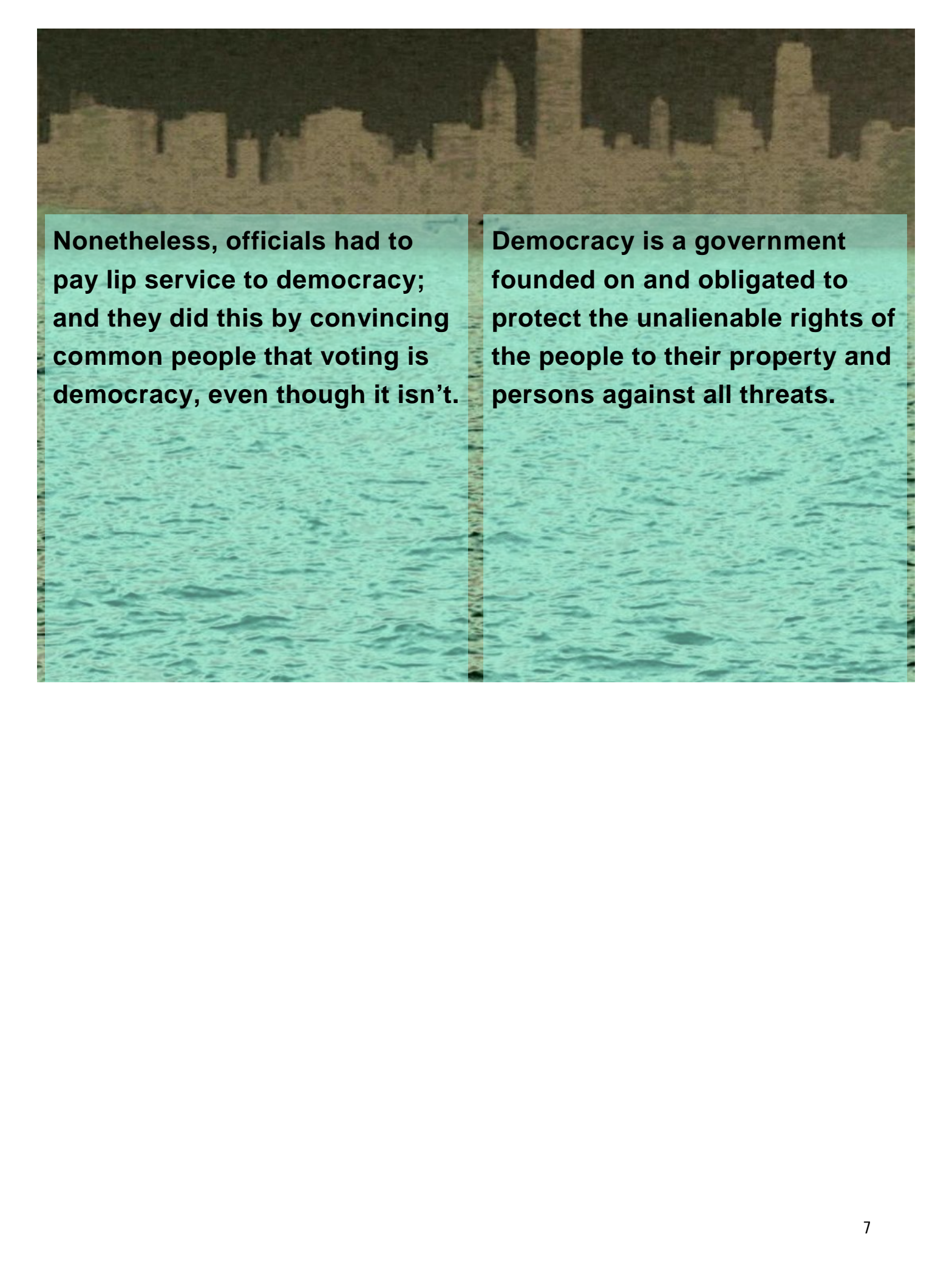


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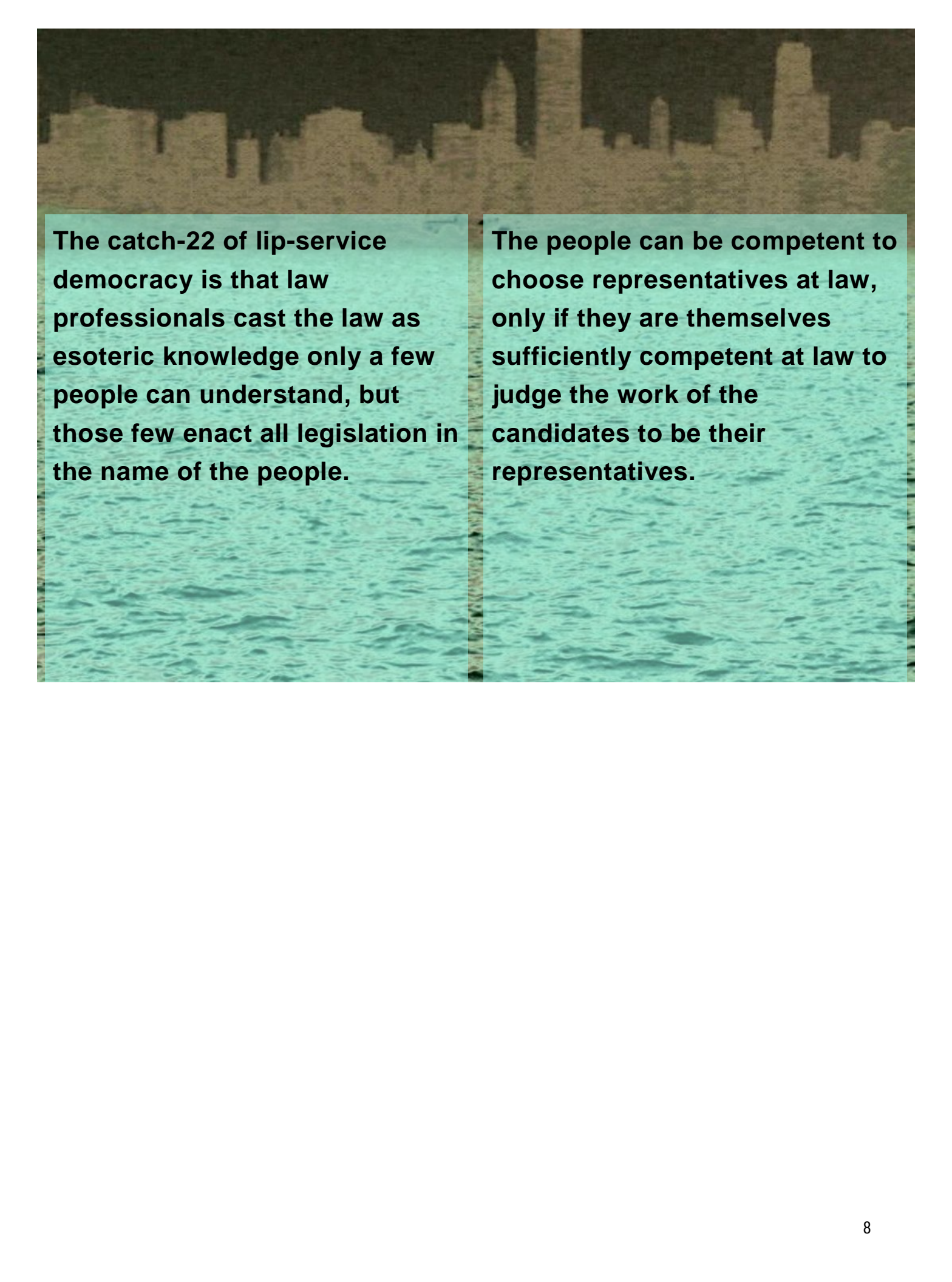
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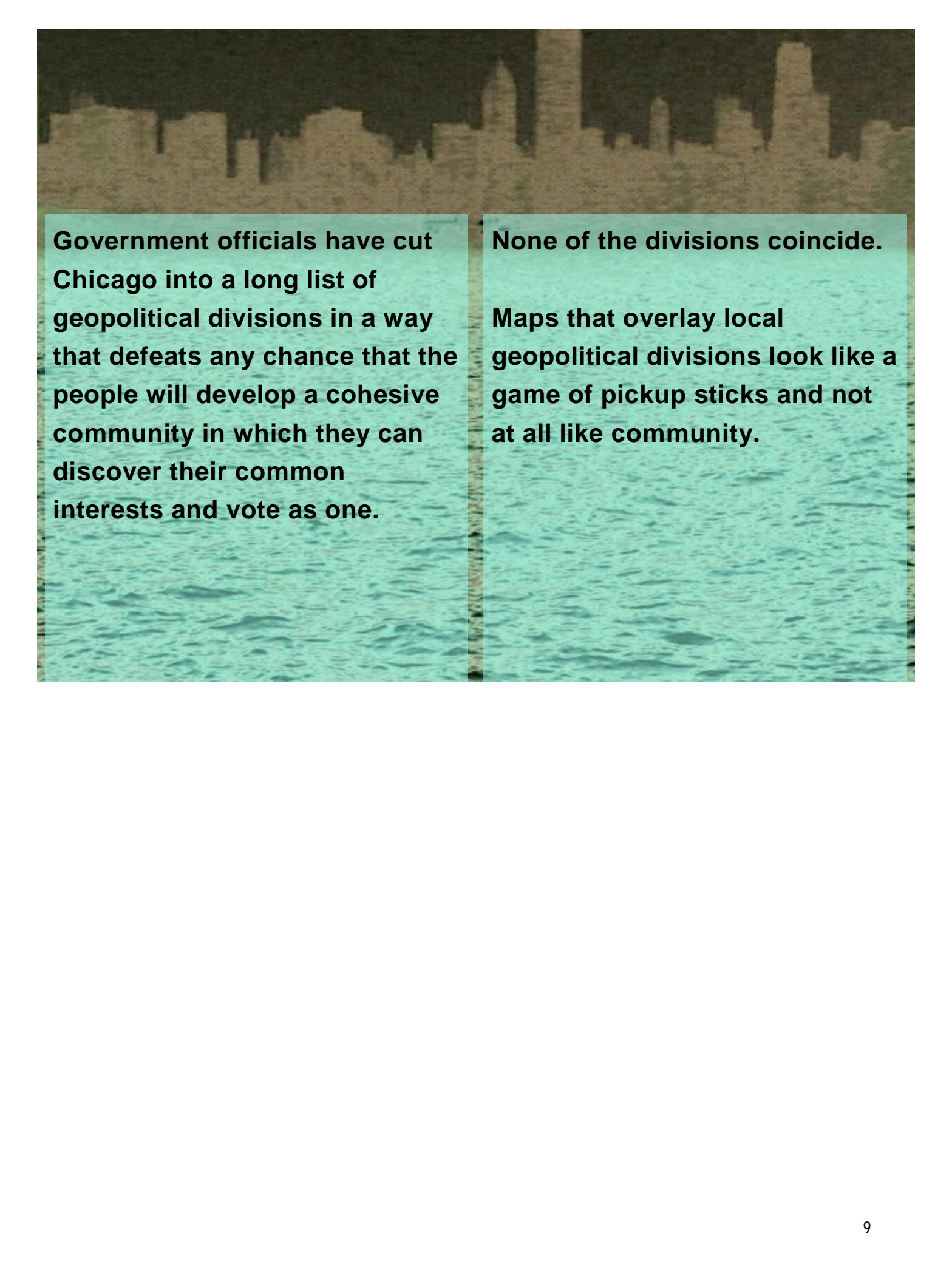
Nonetheless, officials had to pay lip service to democracy; and they did this by convincing common people that voting is democracy, even though it isn't.

Democracy is a government founded on and obligated to protect the unalienable rights of the people to their property and persons against all threats.



The catch-22 of lip-service democracy is that law professionals cast the law as esoteric knowledge only a few people can understand, but those few enact all legislation in the name of the people.

The people can be competent to choose representatives at law, only if they are themselves sufficiently competent at law to judge the work of the candidates to be their representatives.



Government officials have cut Chicago into a long list of geopolitical divisions in a way that defeats any chance that the people will develop a cohesive community in which they can discover their common interests and vote as one.

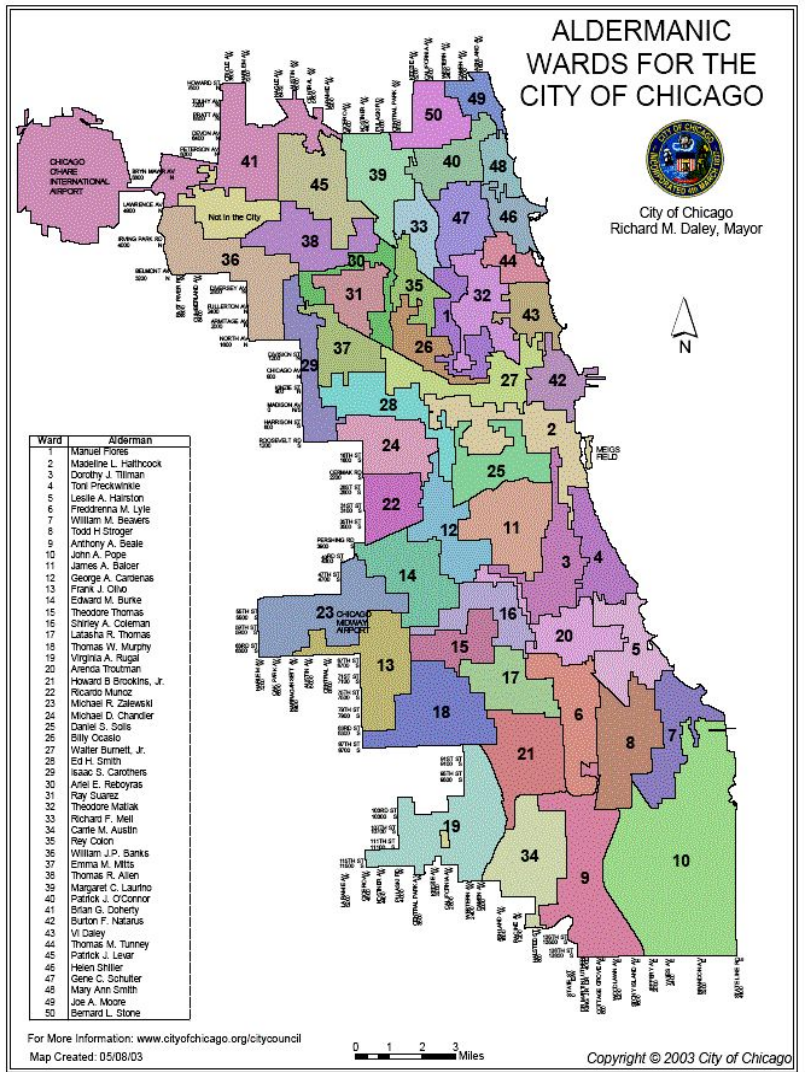
None of the divisions coincide.

Maps that overlay local geopolitical divisions look like a game of pickup sticks and not at all like community.



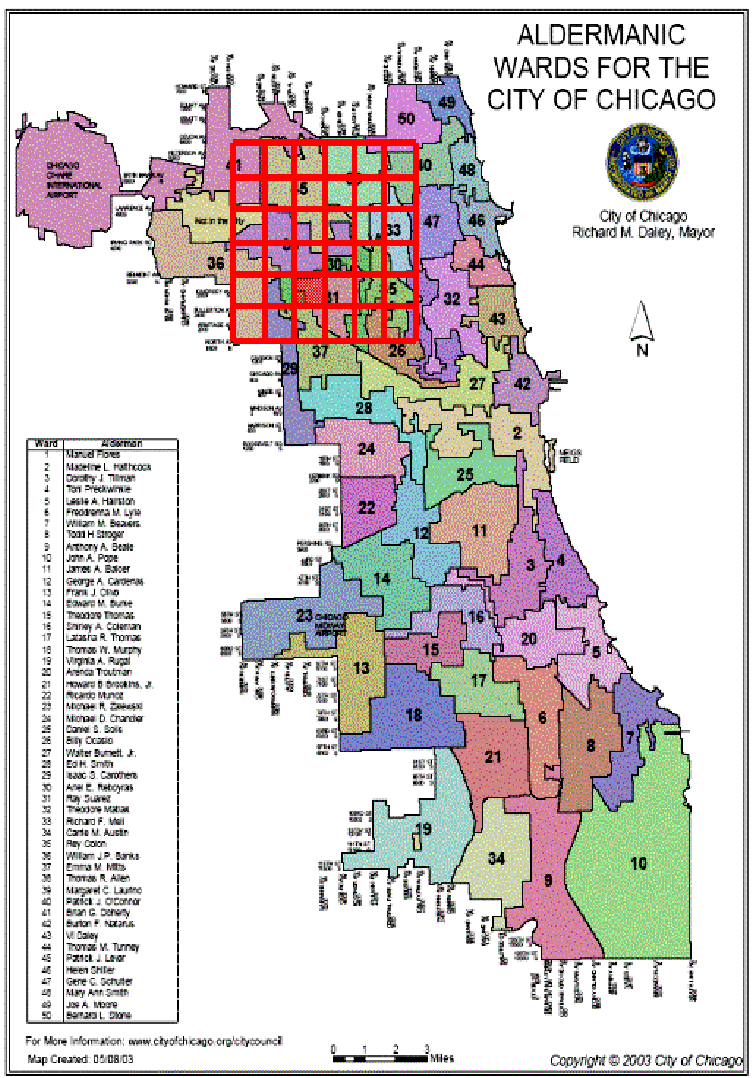
City of Chicago.

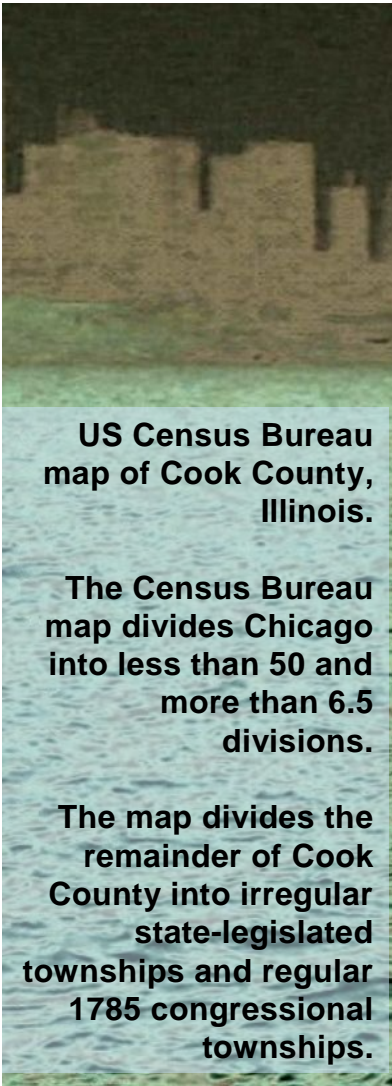
Divided into 50 wards.
Each ward votes for one aldermen
to serve the interests of ward
inhabitants in the City Council.





**Jefferson Township (township 40N)
overlaid on Chicago ward map**

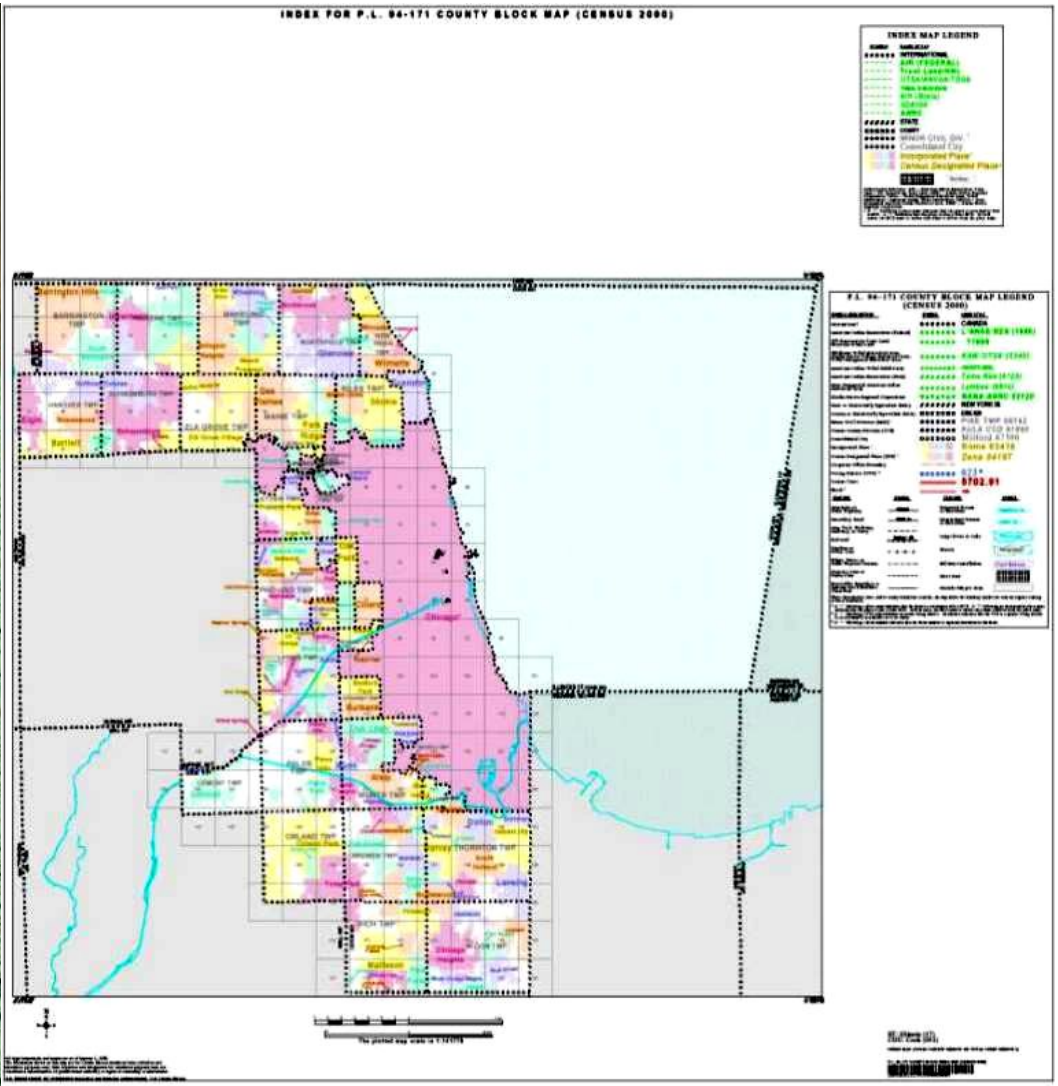




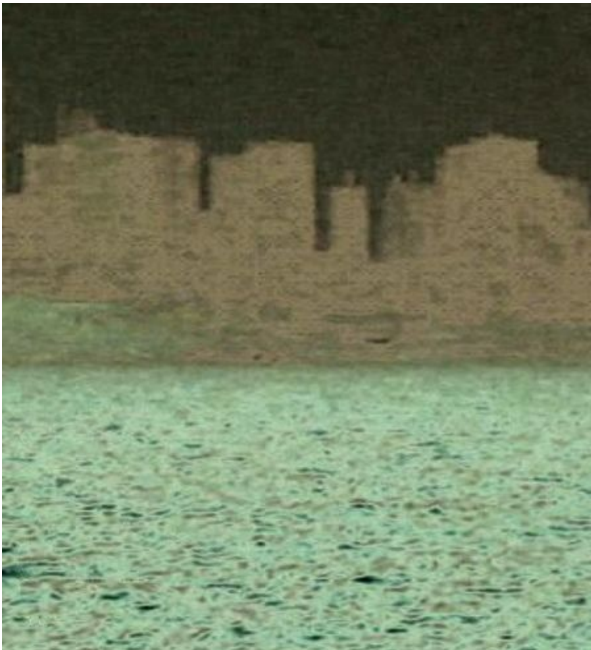
**US Census Bureau
map of Cook County,
Illinois.**

**The Census Bureau
map divides Chicago
into less than 50 and
more than 6.5
divisions.**

**The map divides the
remainder of Cook
County into irregular
state-legislated
townships and regular
1785 congressional
townships.**



http://ftp2.census.gov/plmap/pl_blk/st17_Illinois/c17031_Cook/PB17031_000.pdf



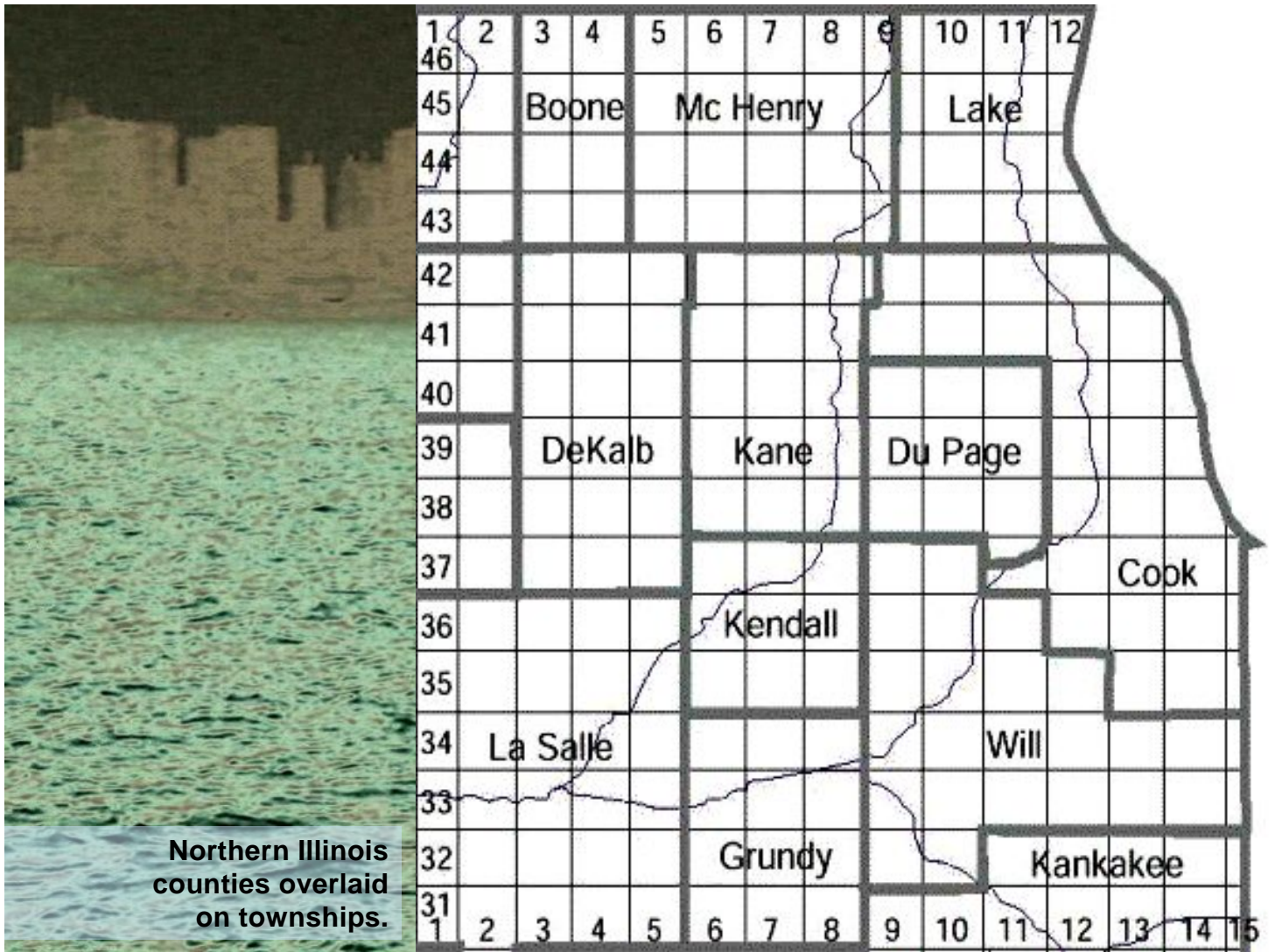
**Detail
US Census Bureau
Cook County block map**

**The US Census Bureau counts
Chicago inhabitants and reports
their data by 76 'community' areas.**

**But, on this map, the US Census
Bureau divides Chicago into
24 full blocks and 25 partial blocks.**



http://ftp2.census.gov/plmap/pl_blk/st17_Illinois/c17031_Cook/PB17031_000.pdf



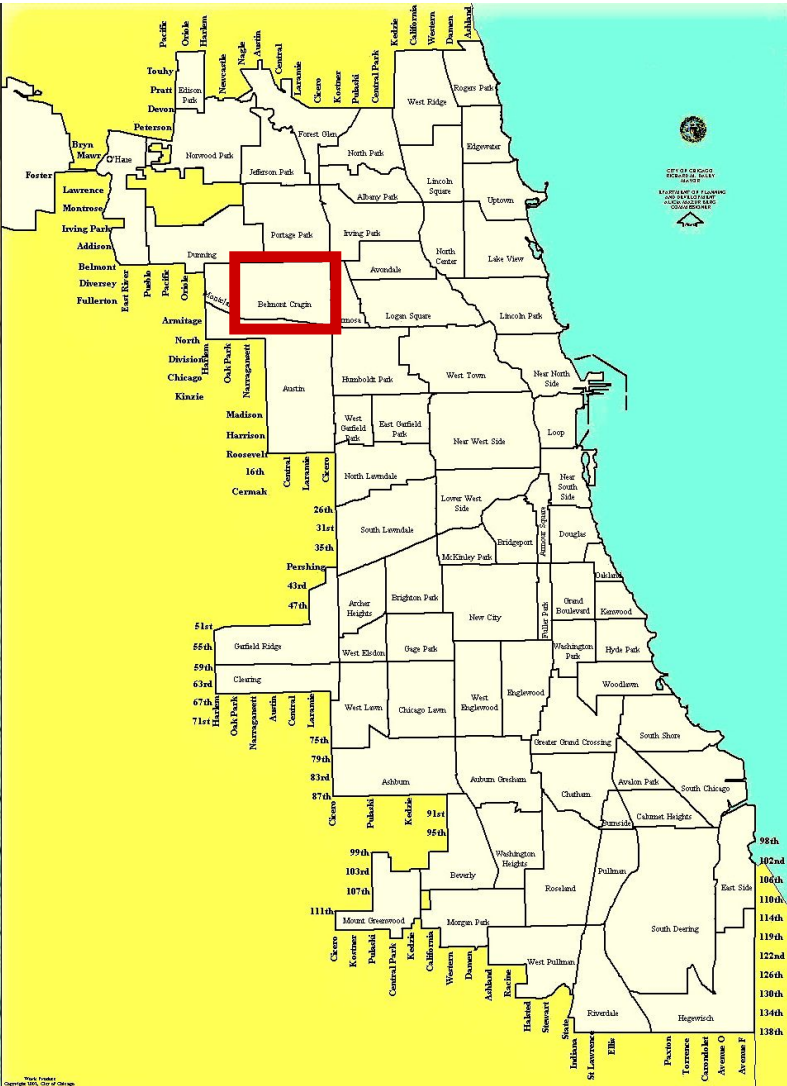
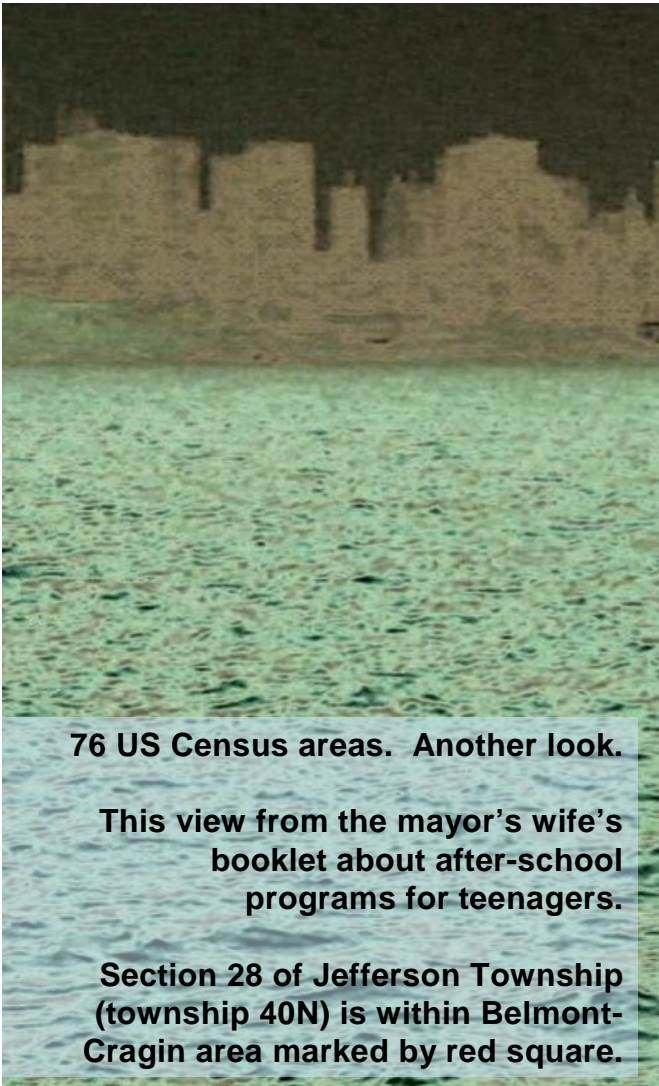
Northern Illinois counties overlaid on townships.



US Census Bureau.
76 community areas, Chicago, Illinois



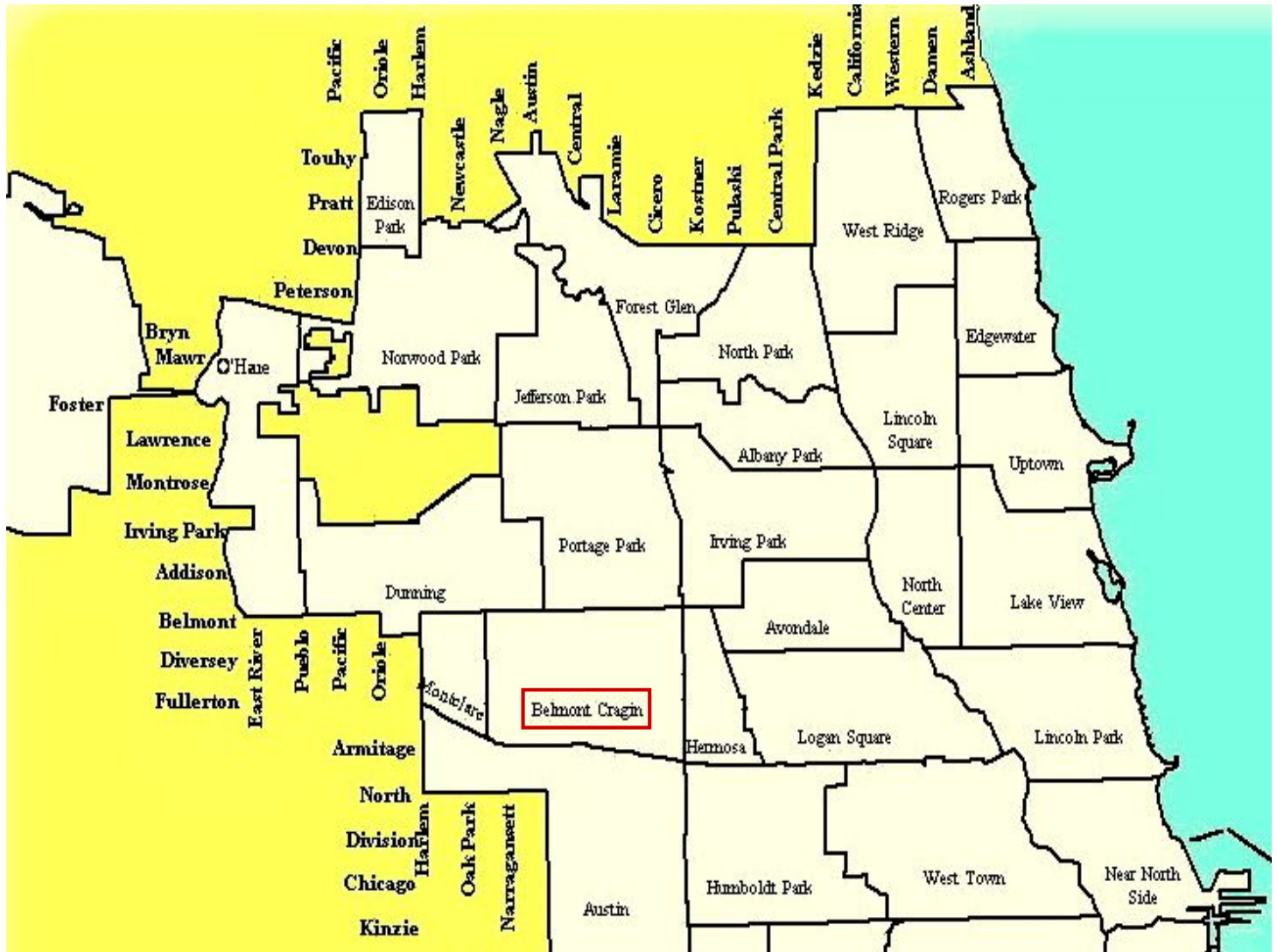
<http://www.illinoisatlas.com/illinois/political/political.htm#>
Copyright © 2001-2005 by the Regional Development Institute, Northern Illinois University.

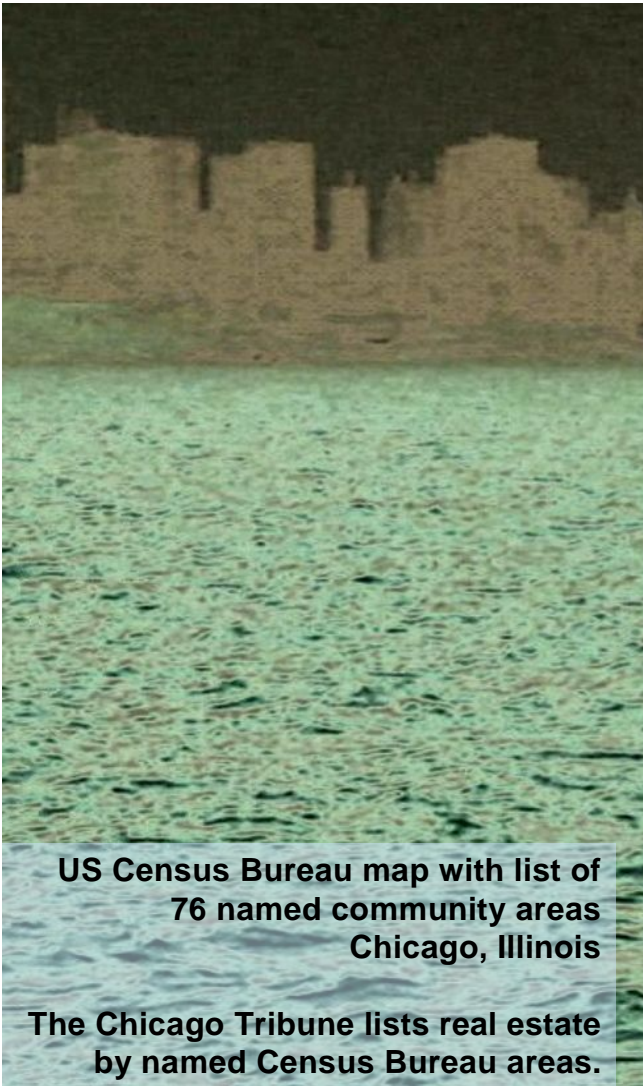


76 US Census areas. Another look.

This view from the mayor's wife's booklet about after-school programs for teenagers.

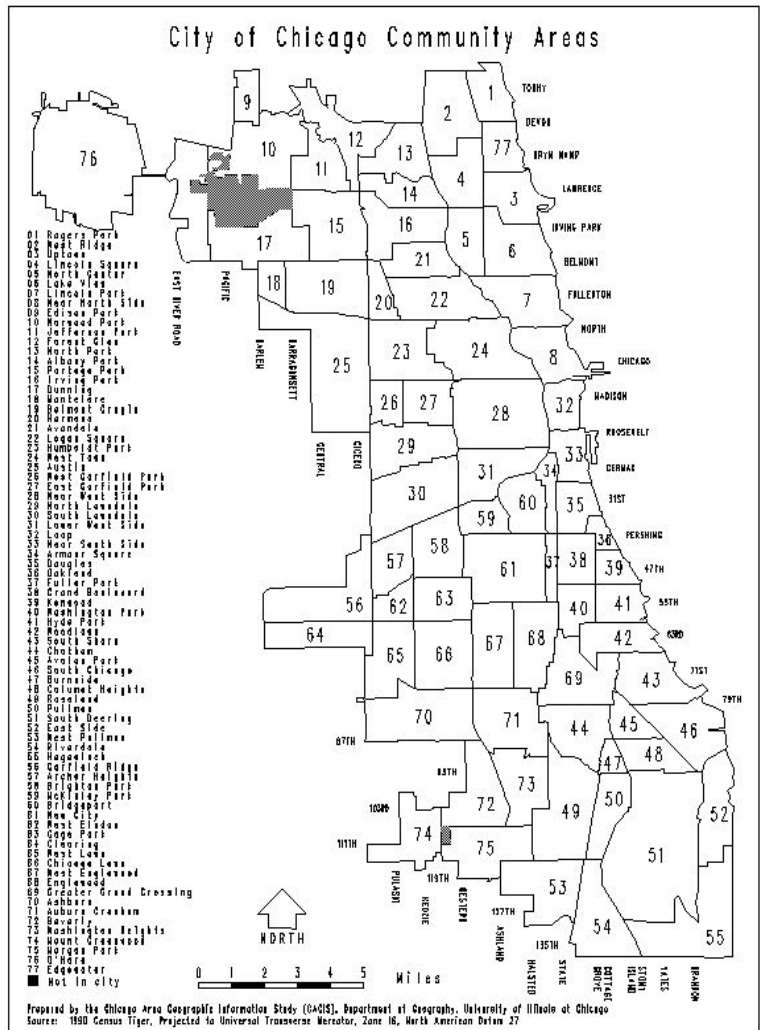
Section 28 of Jefferson Township (township 40N) is within Belmont-Cragin area marked by red square.





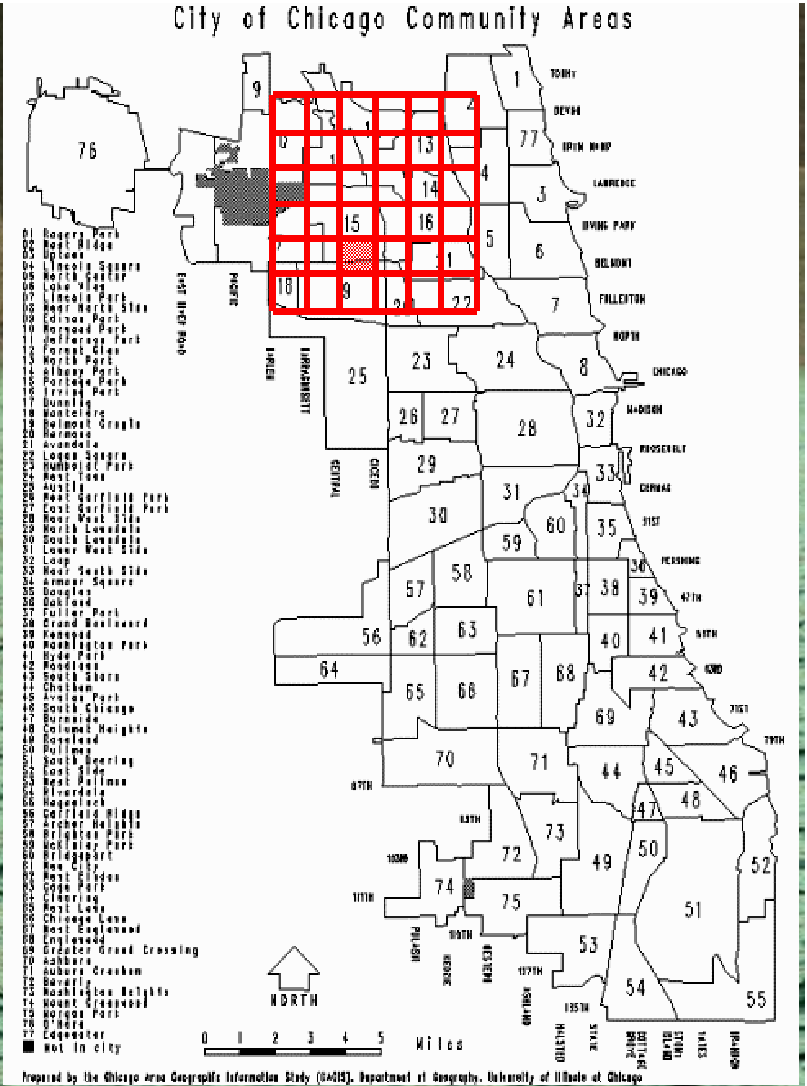
US Census Bureau map with list of 76 named community areas Chicago, Illinois

The Chicago Tribune lists real estate by named Census Bureau areas.



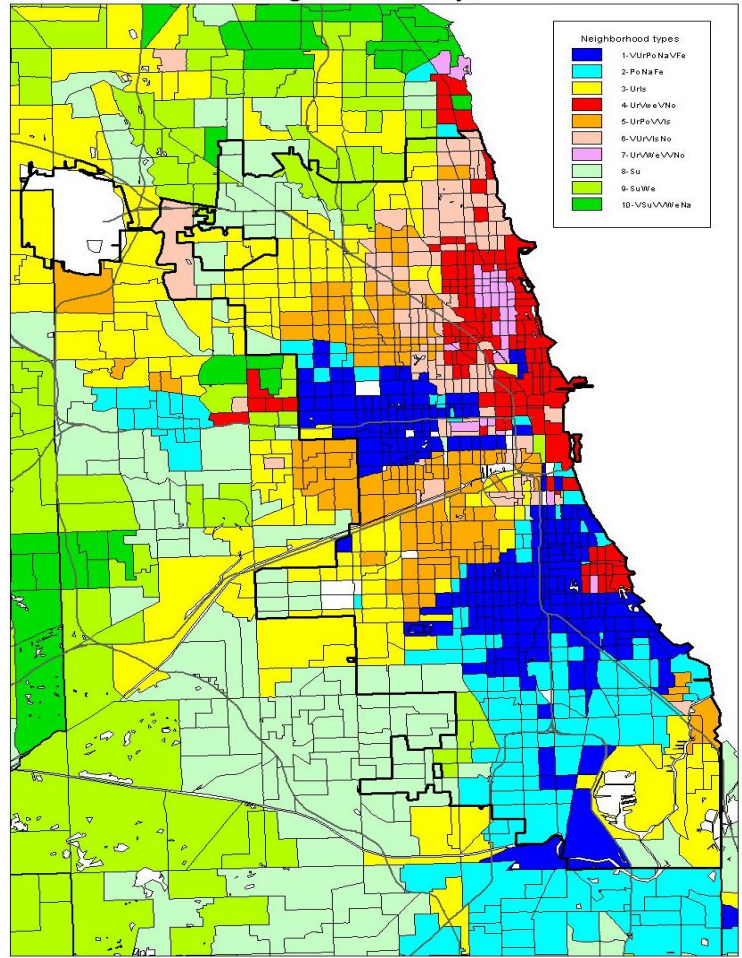


**Jefferson Township
(congressional township 40N)
overlaid on US Census Bureau map
of 76 named communities
Chicago, Illinois**





Neighborhood Types By Census Tract Chicago and Vicinity, 2000

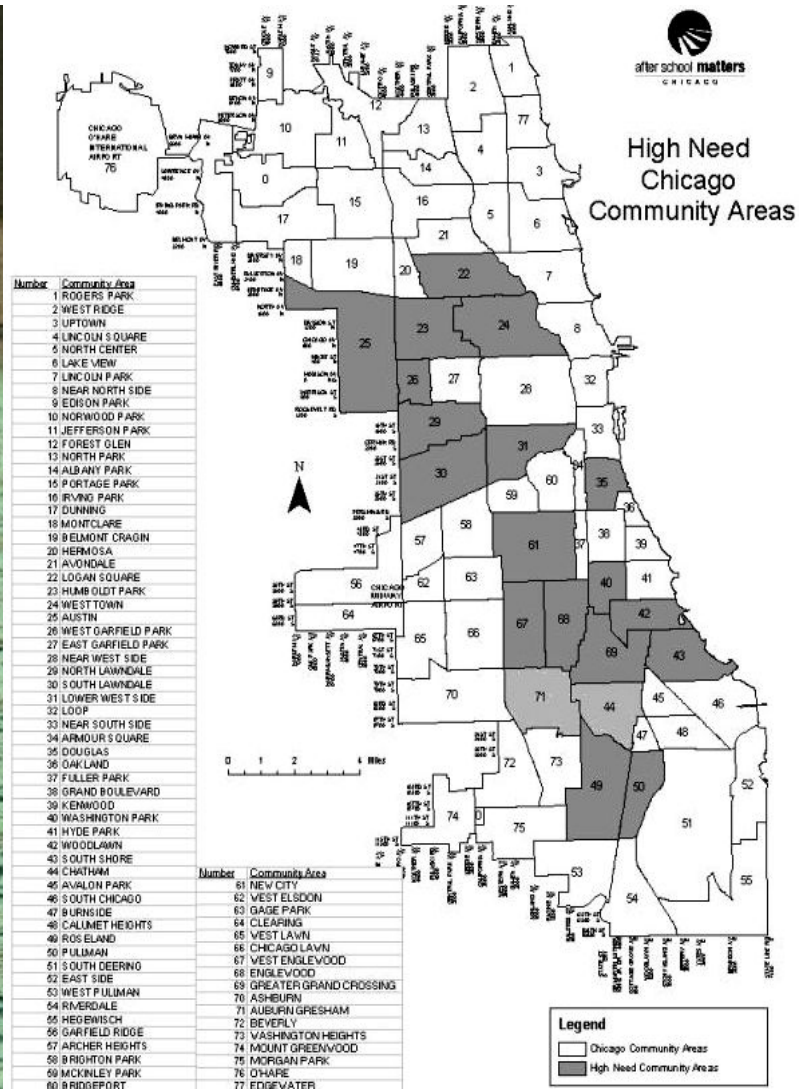


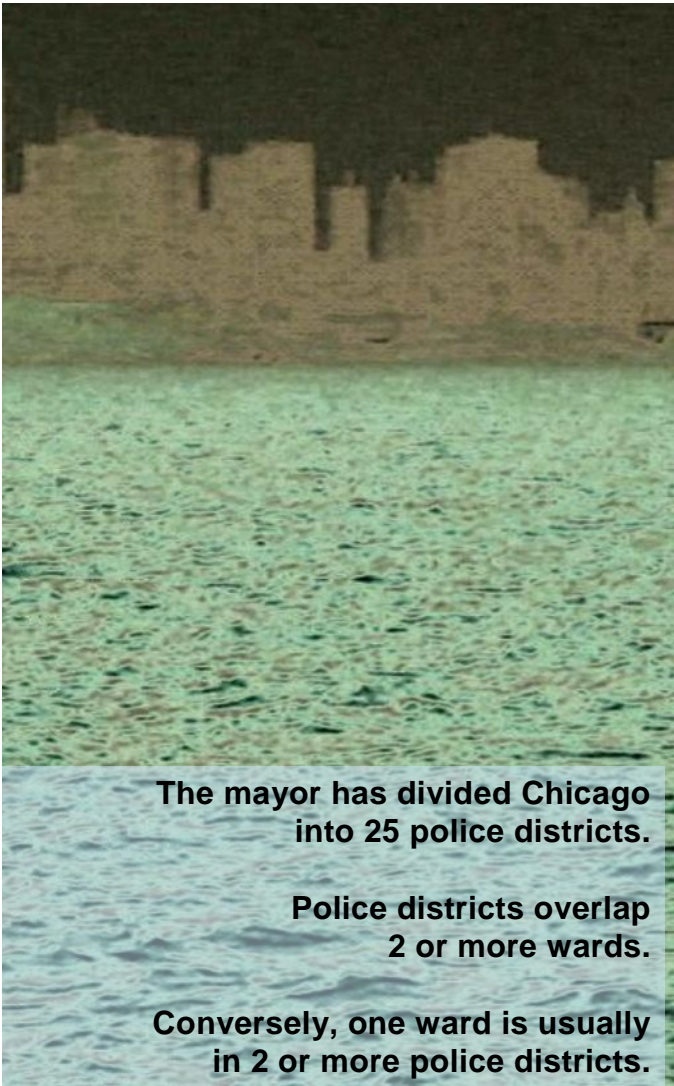
University of Chicago Map Collection, December 2002



The mayor's wife uses the same data to determine that 20 of 76 census community areas are high need.

from After School Matters prospectus

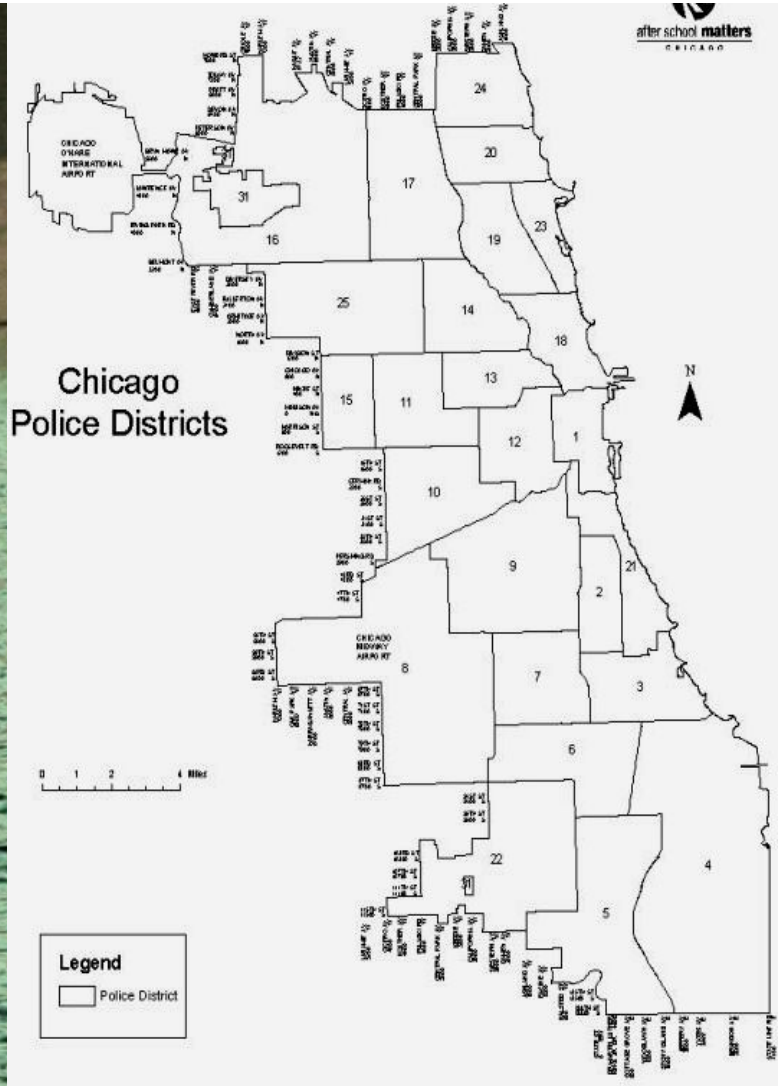




The mayor has divided Chicago into 25 police districts.

Police districts overlap 2 or more wards.

Conversely, one ward is usually in 2 or more police districts.

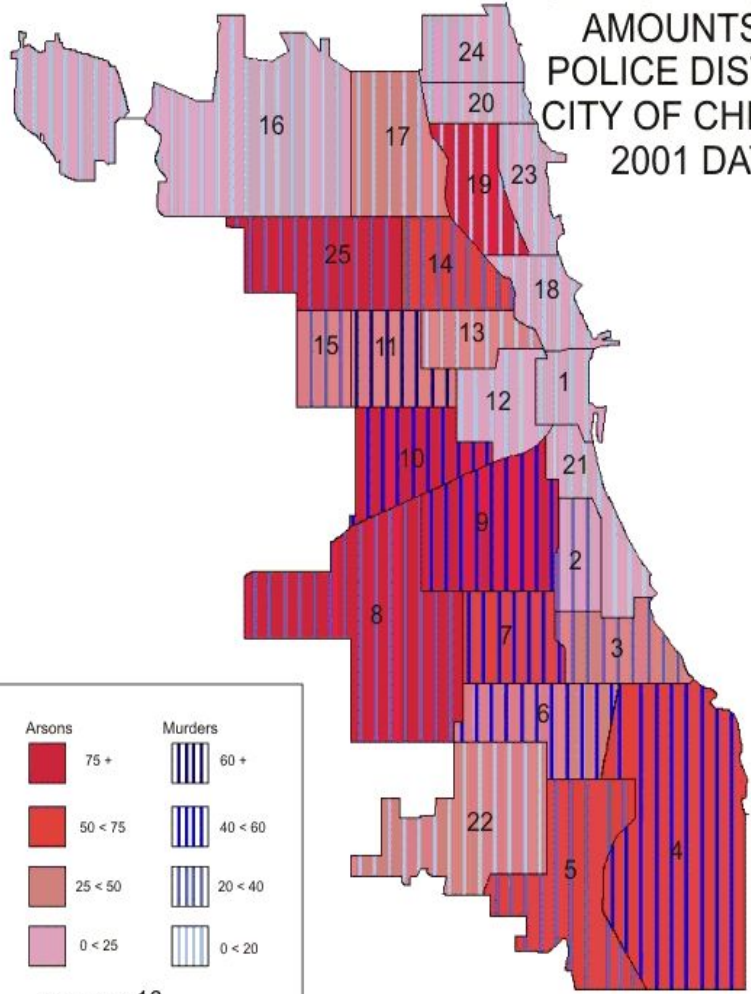
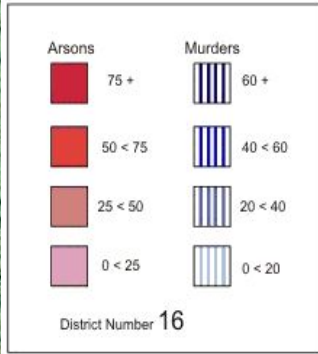


From After School Matters prospectus



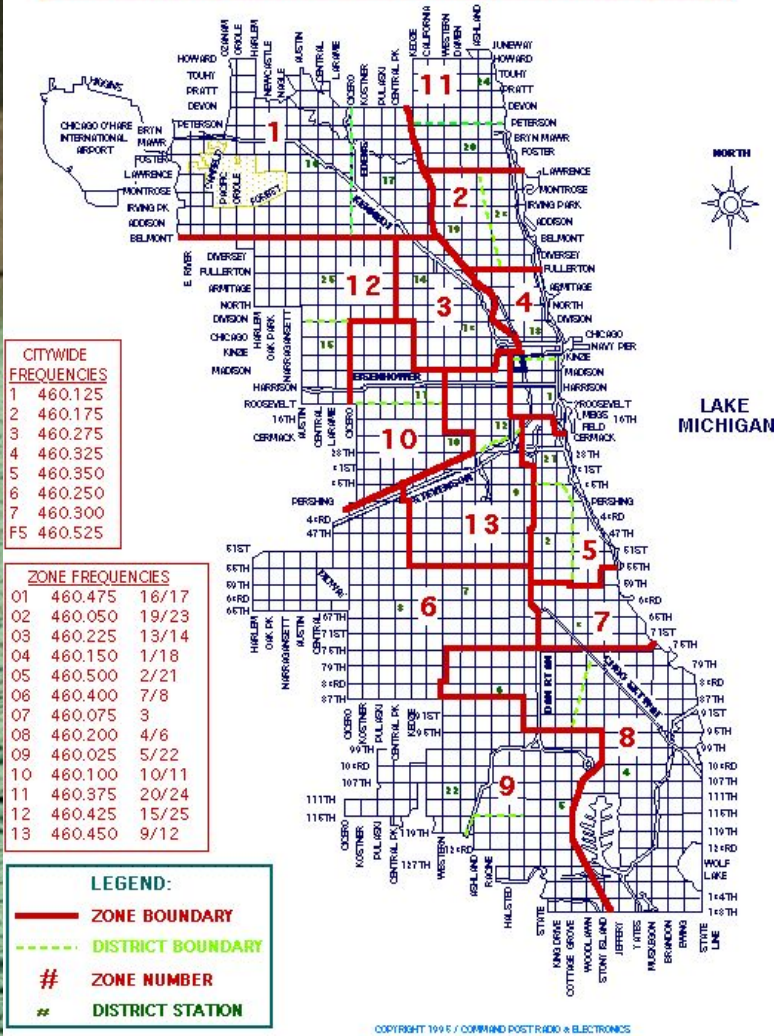
The Chicago Police Department reports crime by its 25 districts, and not by the city's 50 wards or 76 census community areas.

SELECTED CRIME AMOUNTS BY POLICE DISTRICT CITY OF CHICAGO 2001 DATA

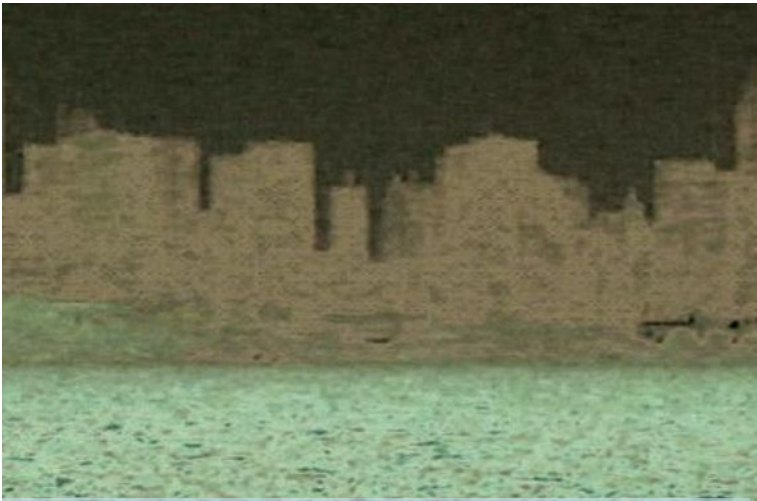




CHICAGO POLICE DEPARTMENT RADIO ZONE MAP



The Chicago Police Department also divides Chicago into 8 city-wide radio frequencies and 13 limited radio zones.



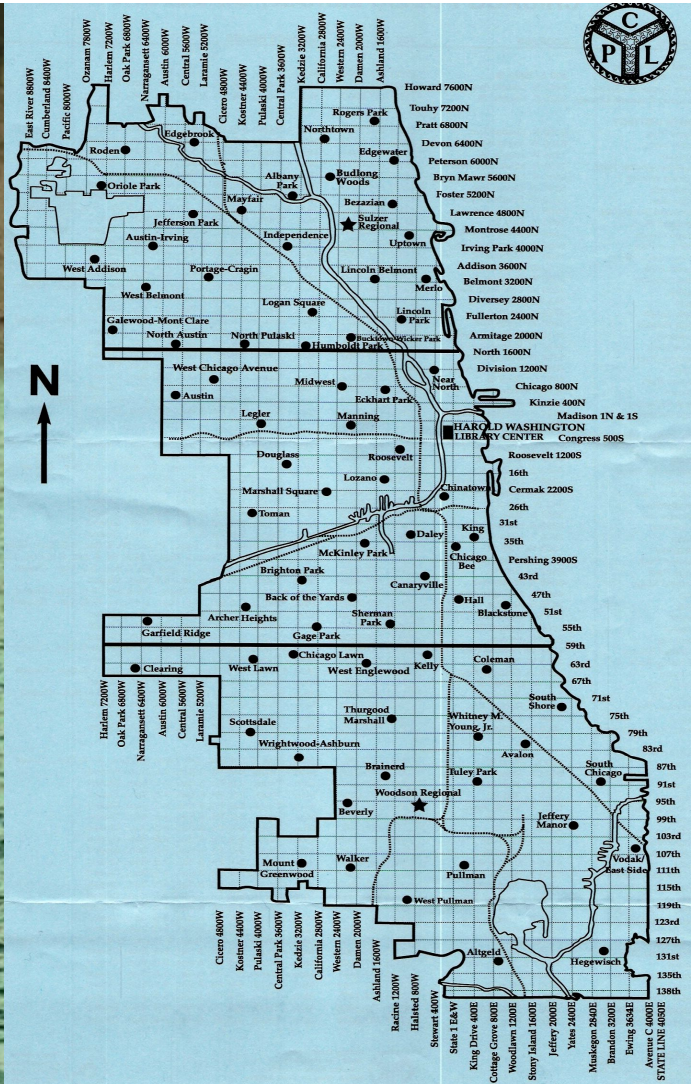
The Chicago Public Library divides Chicago into 3 regions (or districts).

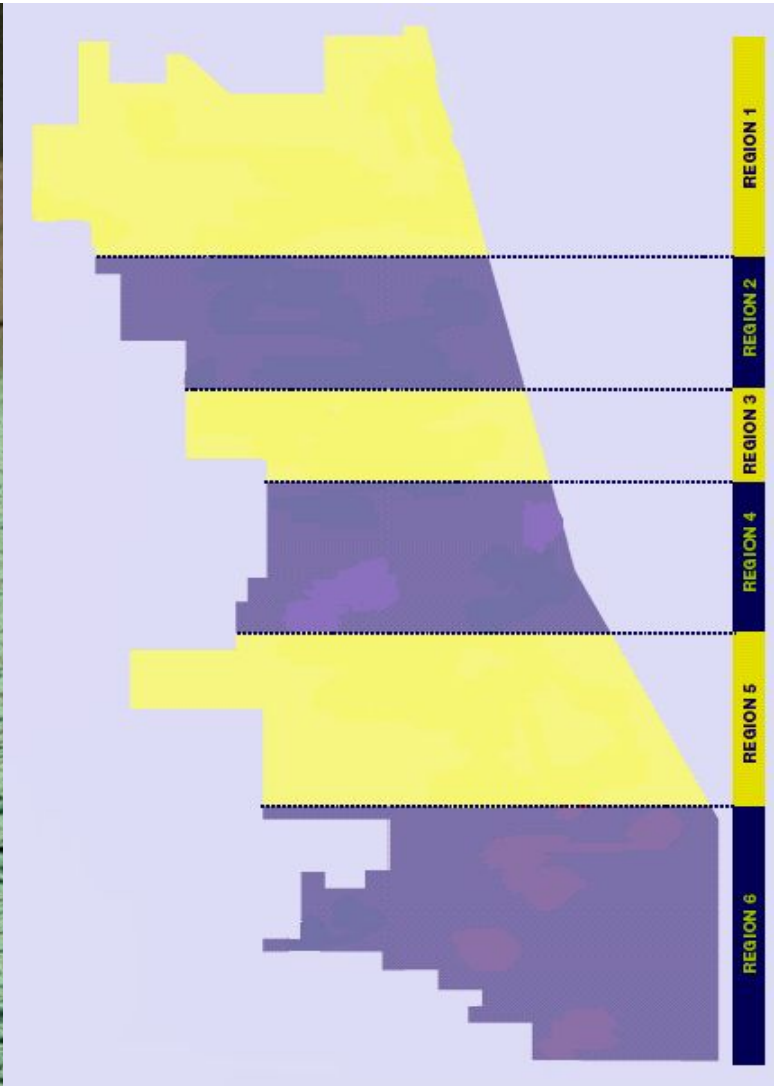
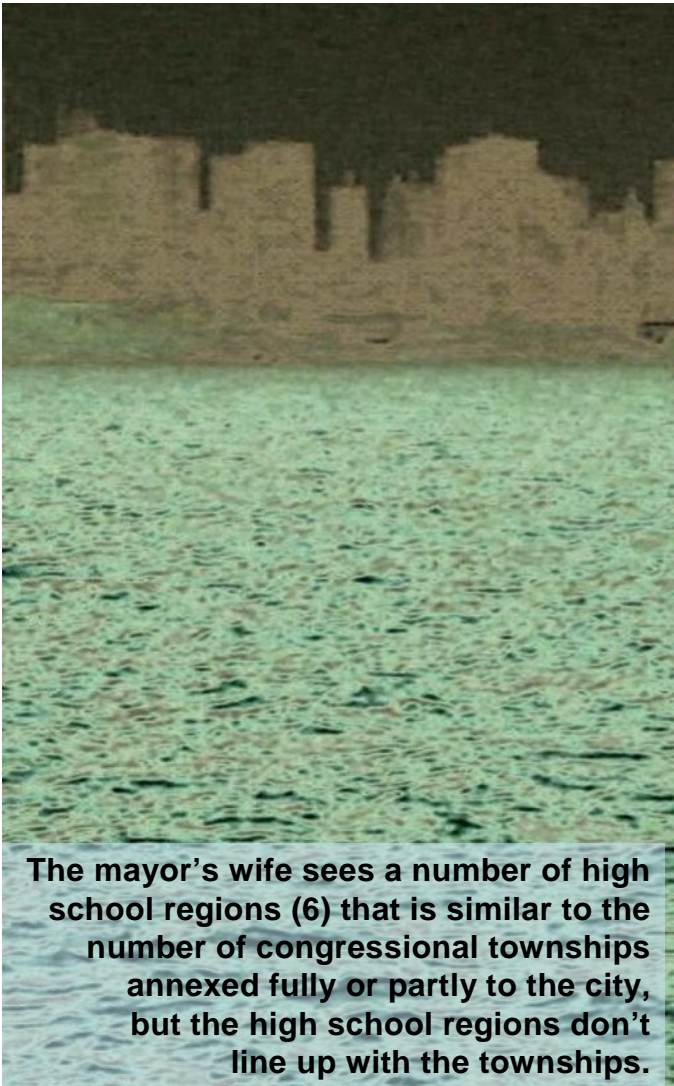
Each district has a regional library.

The districts have 76 branch libraries, but the branch libraries don't have fixed service areas that match the 76 US Census Bureau community areas.

North (26 branches)
Central (26 branches)
South (24 branches)

A large central library is located in the central business area.



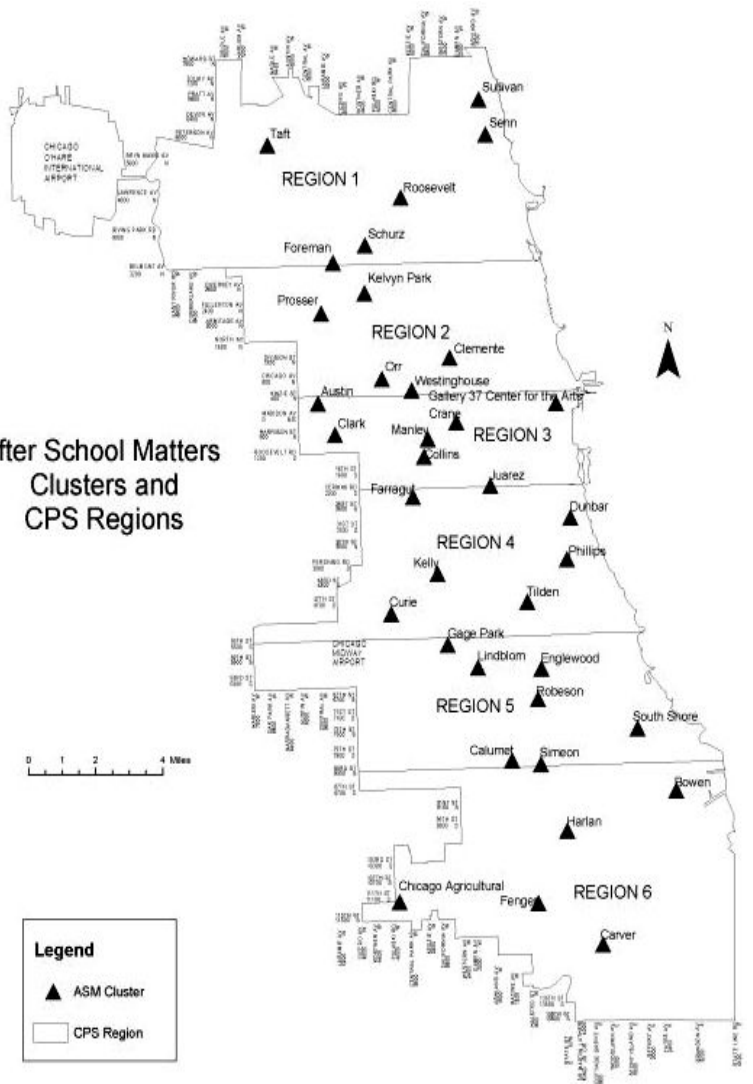


After School Matters booklet.

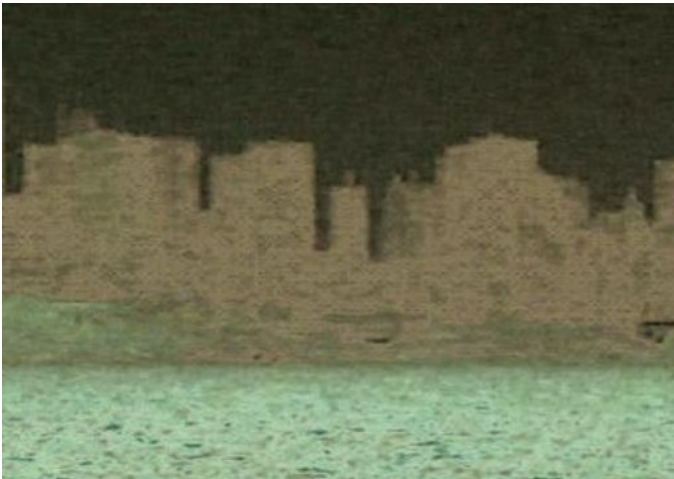


The mayor's wife has also identified clusters of at-risk teenagers within high school regions that may or may not match up with any other division of the city.

**After School Matters
Clusters and
CPS Regions**



From After School Matters prospectus

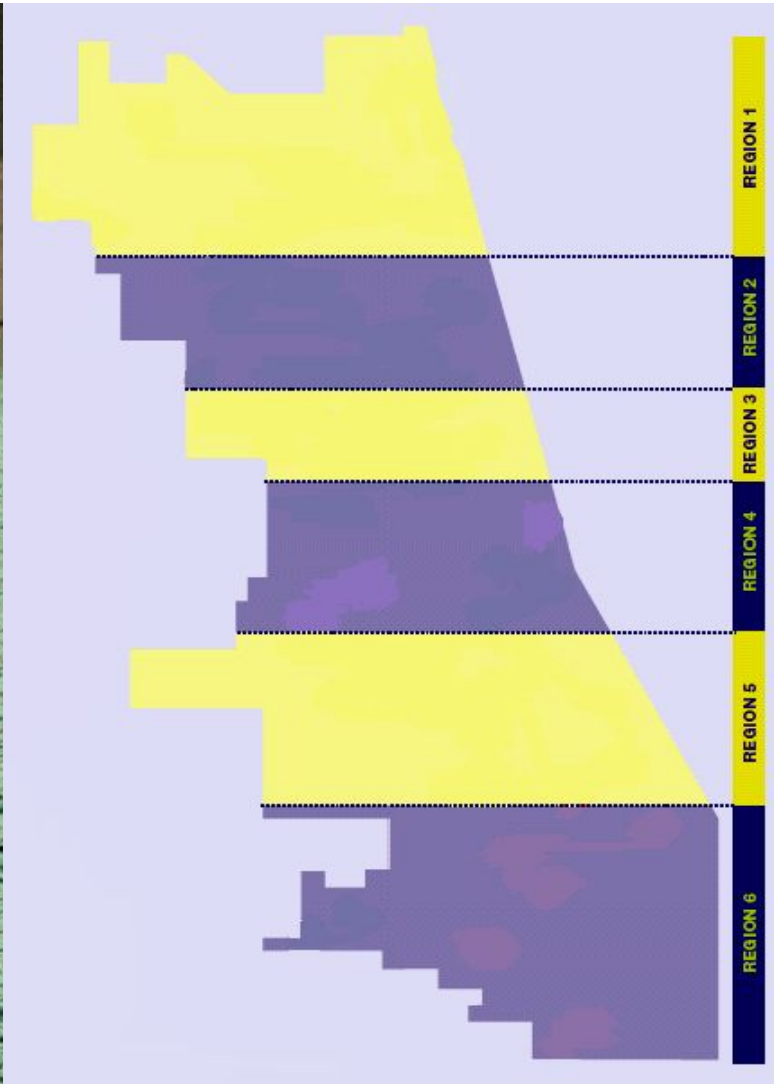


The Chicago Public Schools remaps its divisions from time-to-time and throws its clientele into confusion.

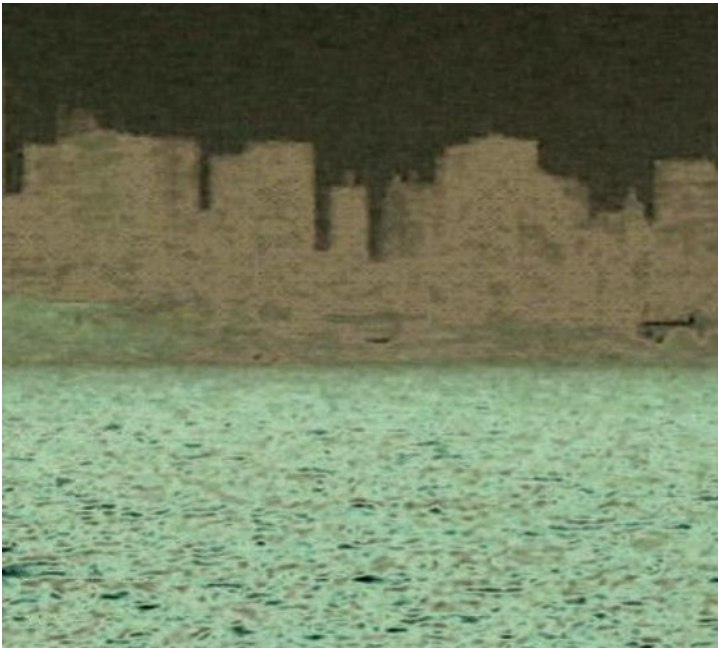
The Mayor's wife was working with an obsolete map.

April 2007

'The Student Reassignment Hotline has been established to provide information regarding the proposed school closing, reconstitution and attendance area boundary changes for parents/guardians, local school council members, area residents and other interested parties.'



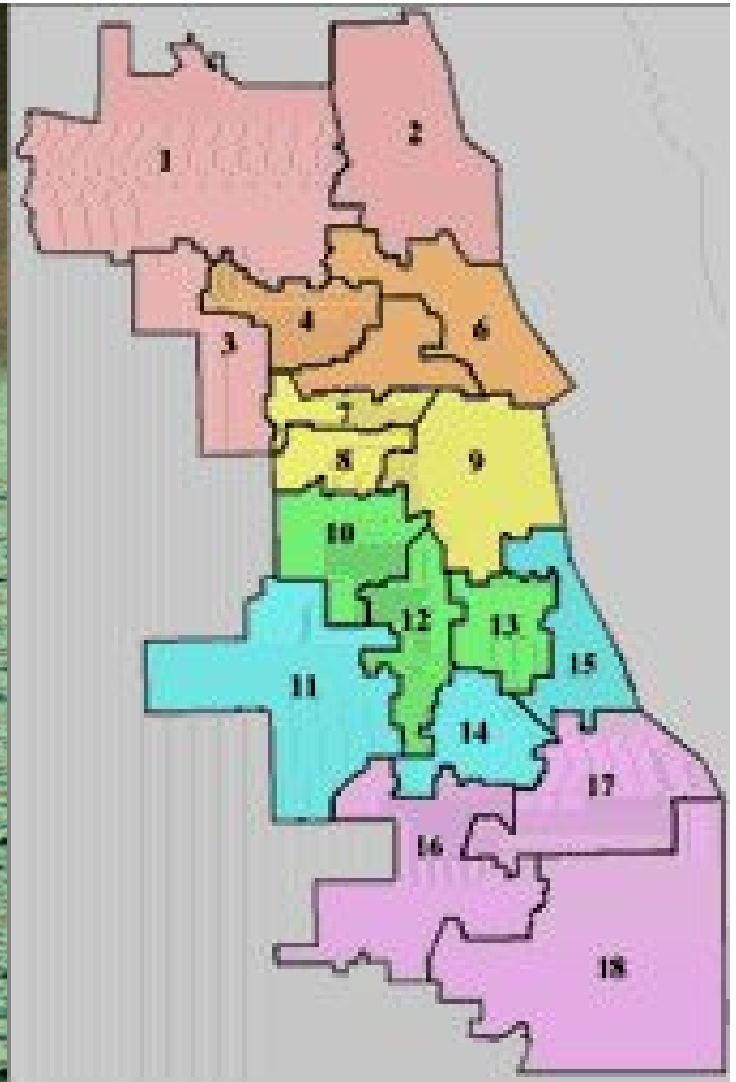
found at www.cps.k12.il.us



In 2007 Chicago had 21 areas for instructional purposes:

**17 elementary school areas (1-4, 6-18)
4 high school areas (19, 21, 23-24)**

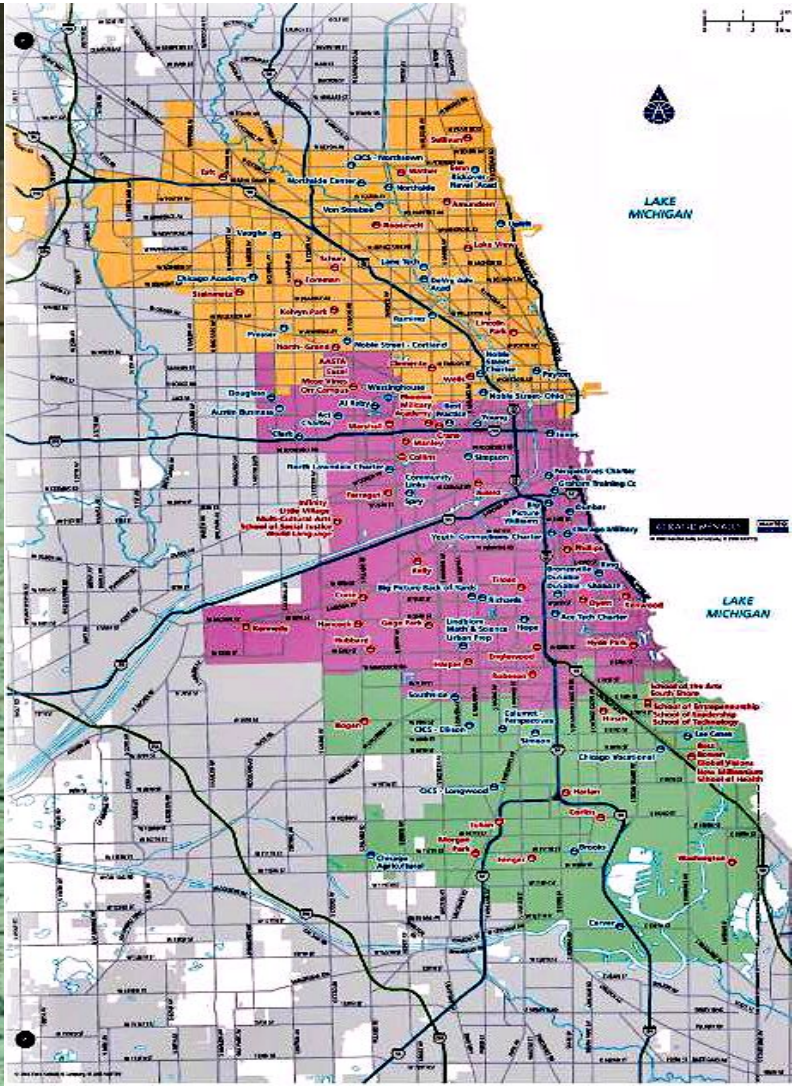
The Chicago Public Schools 2007 map of the 21 areas is also wrong. It shows 18 elementary school areas. The potential for area 5 is the orange blob between areas 4 and 6.



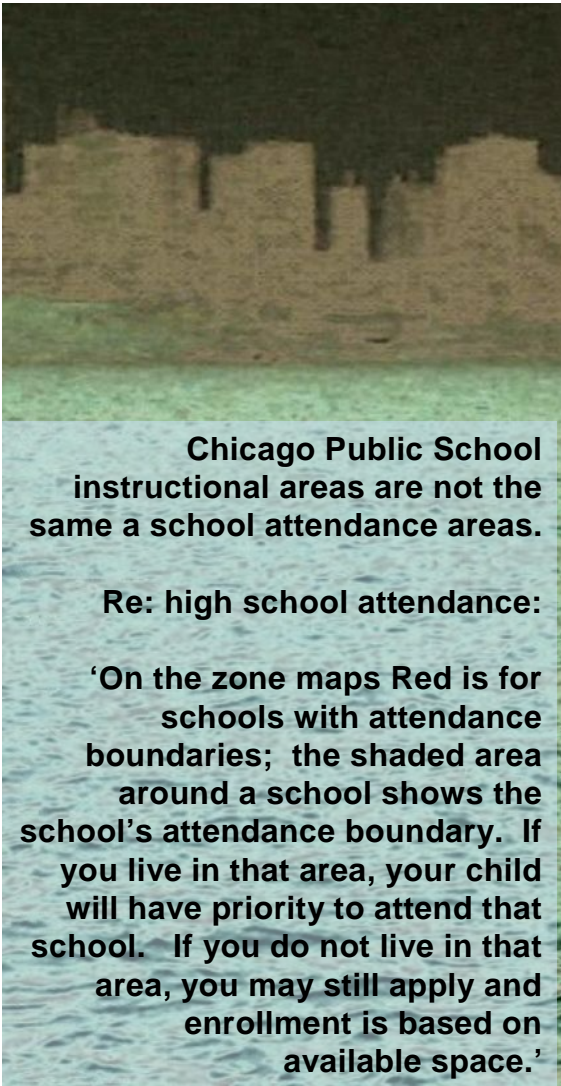
found at www.oism.cps.k12.il.us/aio.shtml



**The Chicago Public Schools
High School Directory divides Chicago
into 3 areas**



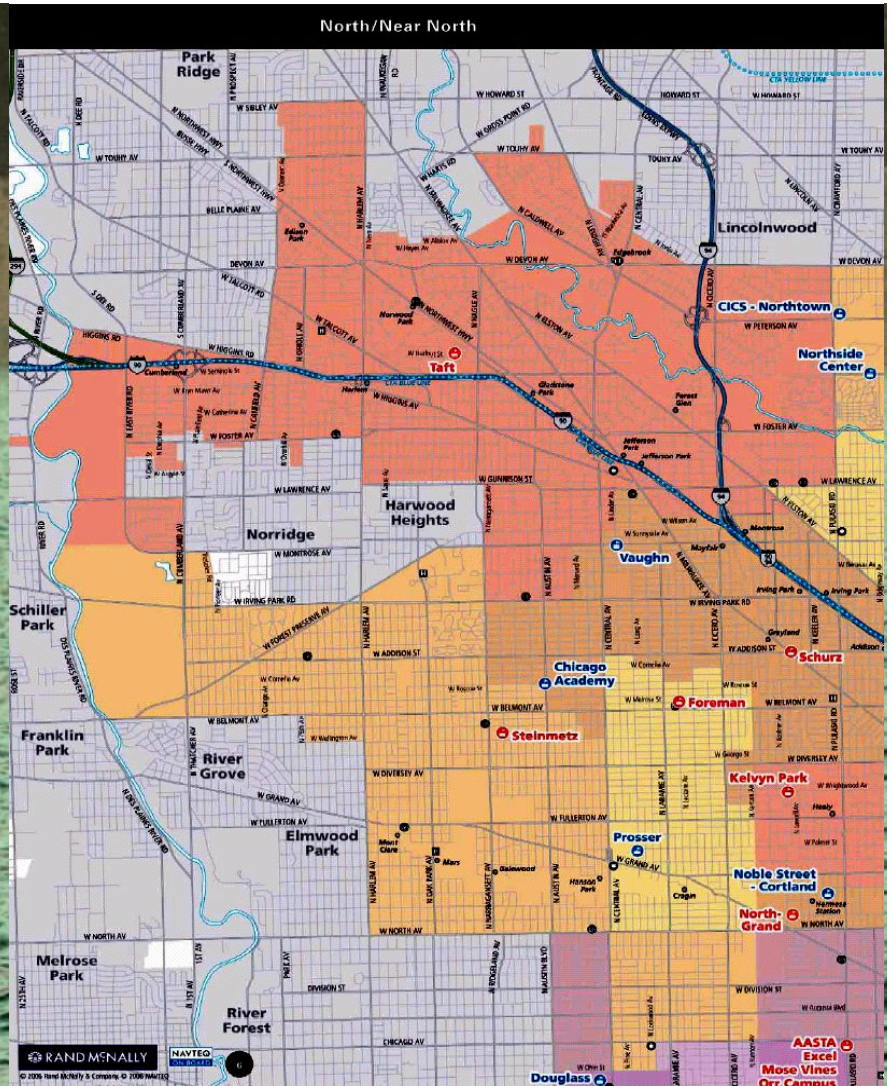
pages 4-5. http://clear.cps.k12.il.us/Schools/hsdirectory/HS_Directory.pdf



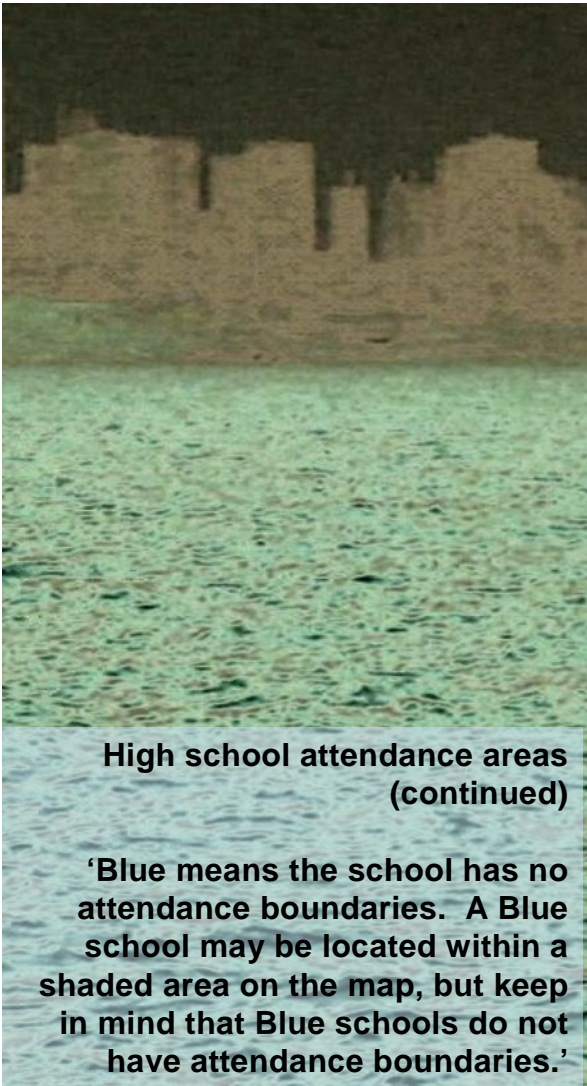
Chicago Public School instructional areas are not the same as school attendance areas.

Re: high school attendance:

‘On the zone maps Red is for schools with attendance boundaries; the shaded area around a school shows the school’s attendance boundary. If you live in that area, your child will have priority to attend that school. If you do not live in that area, you may still apply and enrollment is based on available space.’

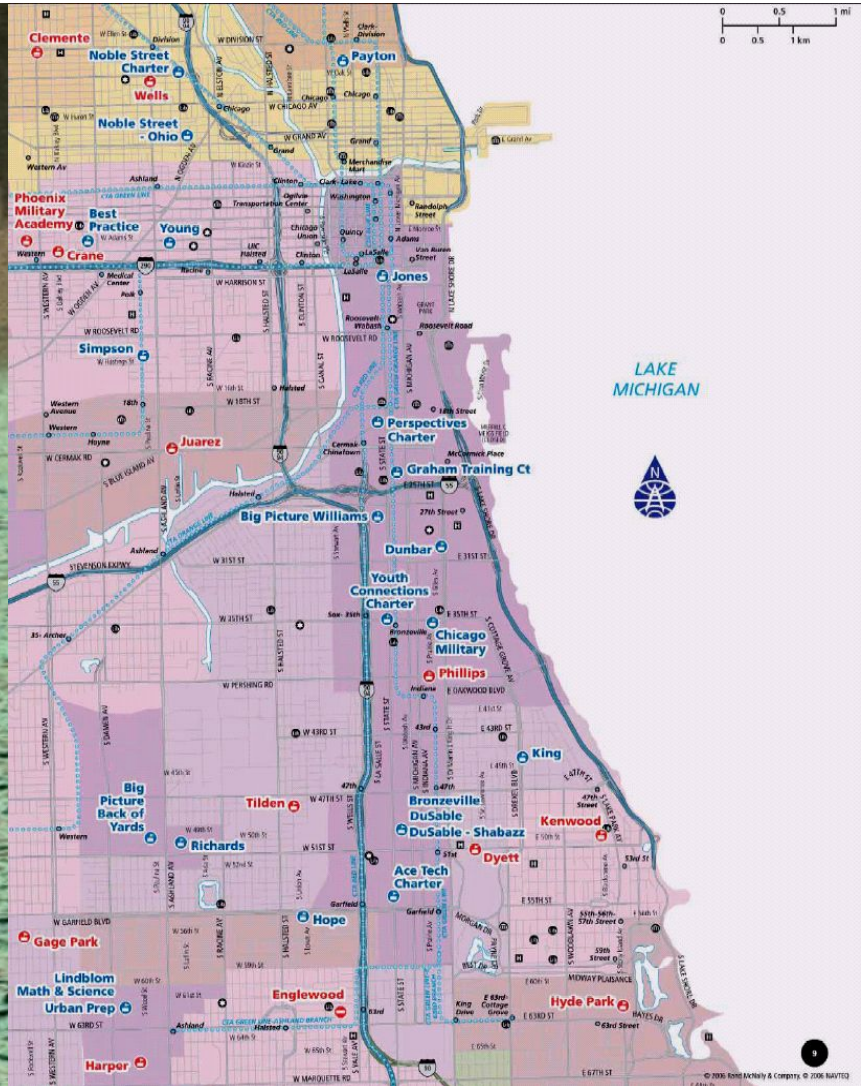


http://www.cps.k12.il.us/Schools/hsdirectory/HS_Directory.pdf



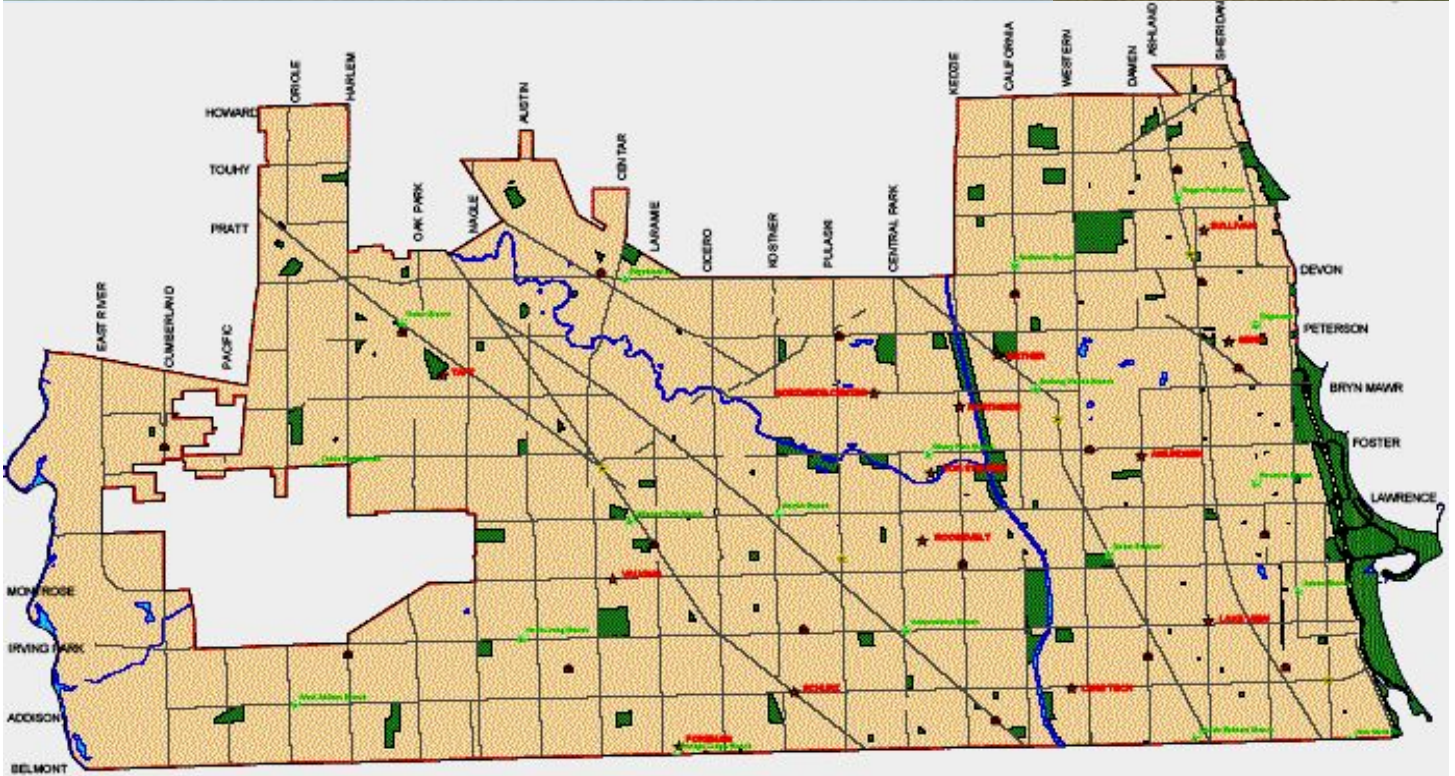
High school attendance areas (continued)

'Blue means the school has no attendance boundaries. A Blue school may be located within a shaded area on the map, but keep in mind that Blue schools do not have attendance boundaries.'



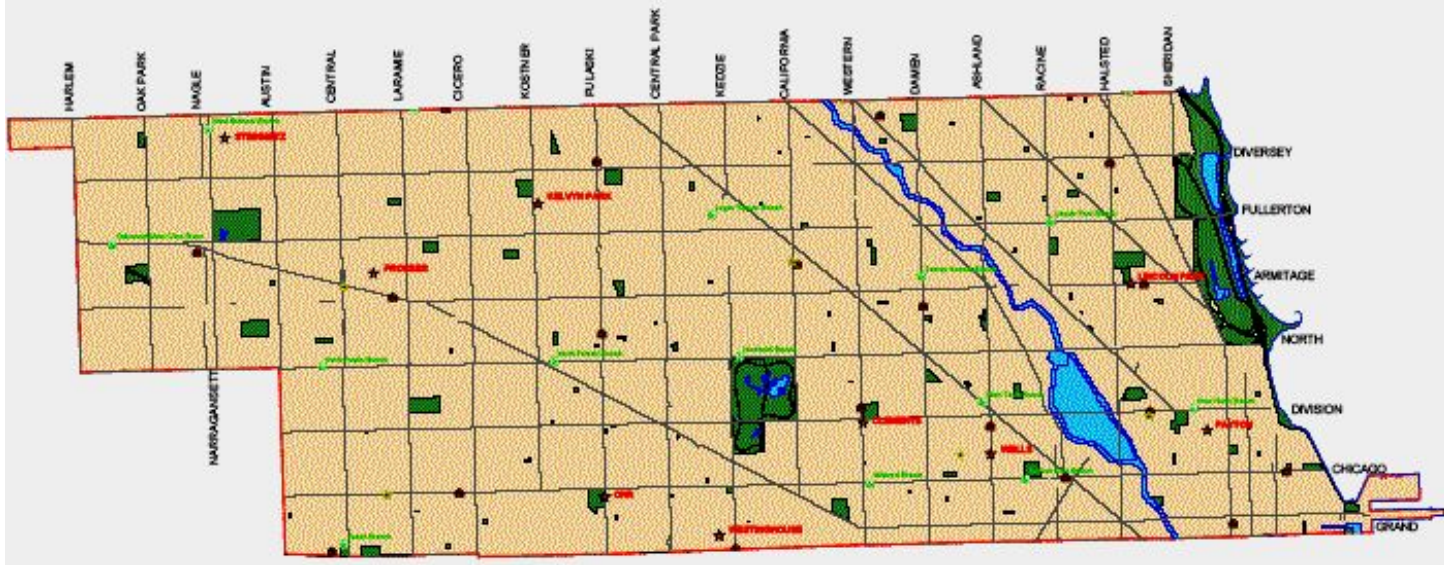
http://www.cps.k12.il.us/Schools/hsdirectory/HS_Directory.pdf

Area 19 high school instructional area.
This pre-2007 map was downloaded 2004 May.
It shows Chicago Park District parks as well as high schools.

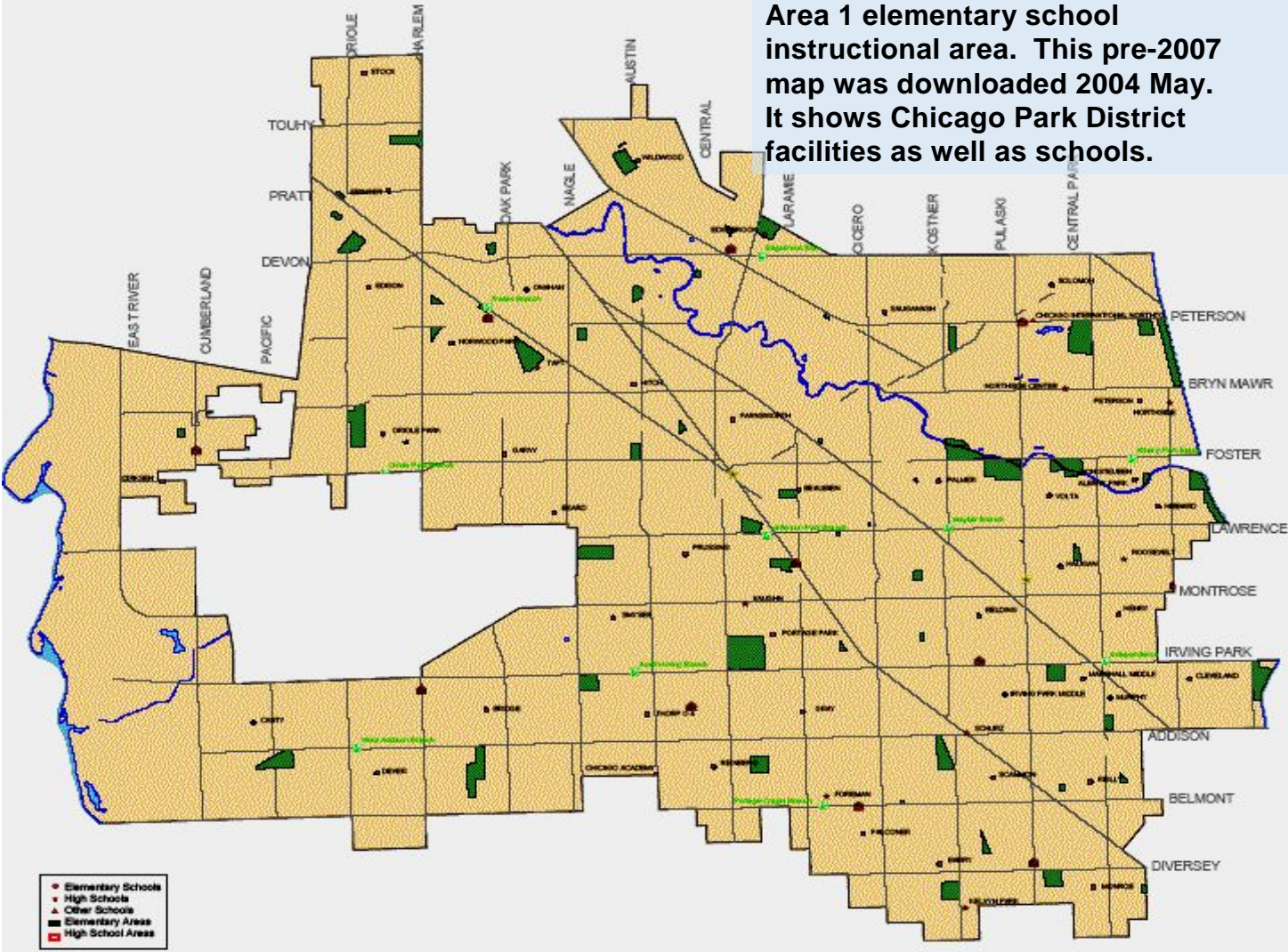


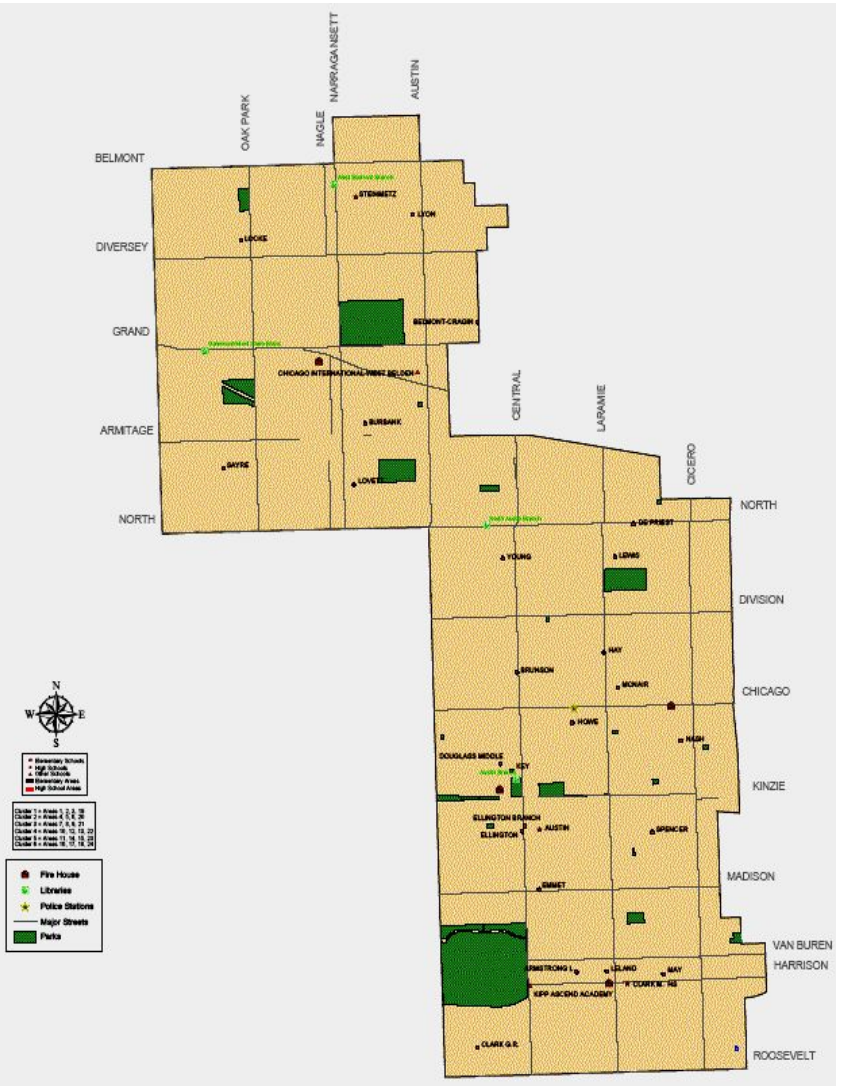


Area 20 high school instructional area
This pre-2007 map was downloaded 2004 May.
It shows Chicago Park District parks as well as high schools.

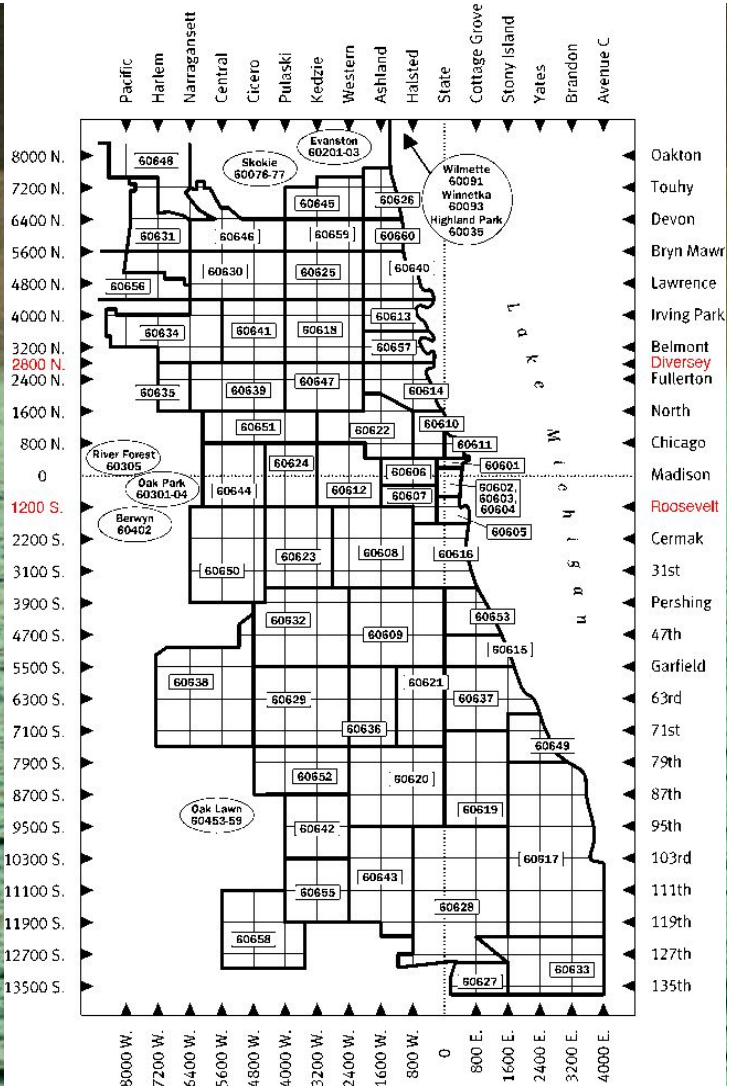
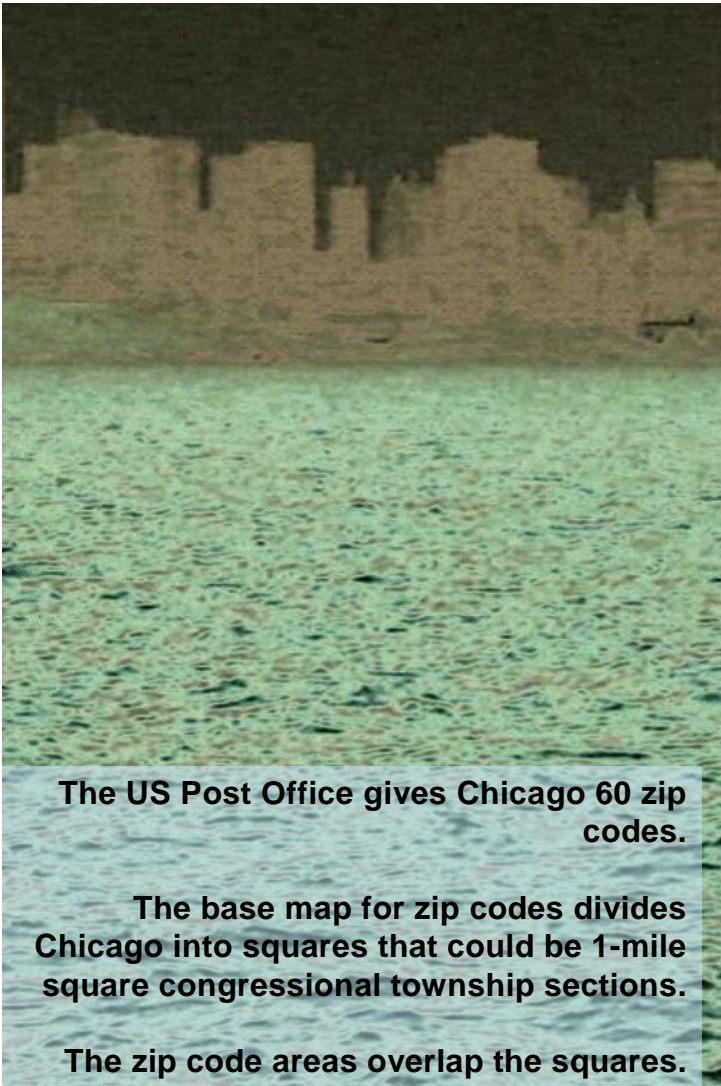


Area 1 elementary school instructional area. This pre-2007 map was downloaded 2004 May. It shows Chicago Park District facilities as well as schools.



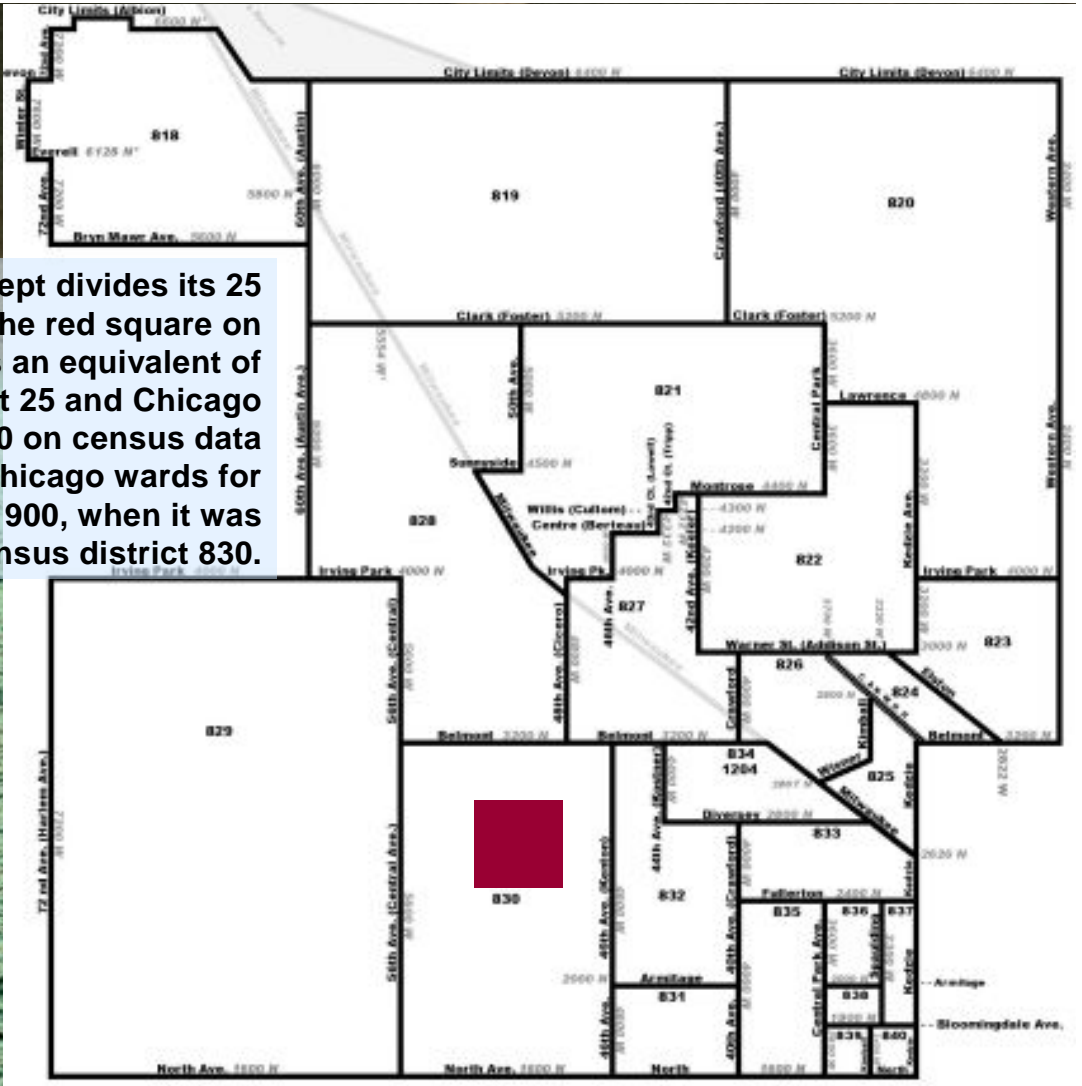


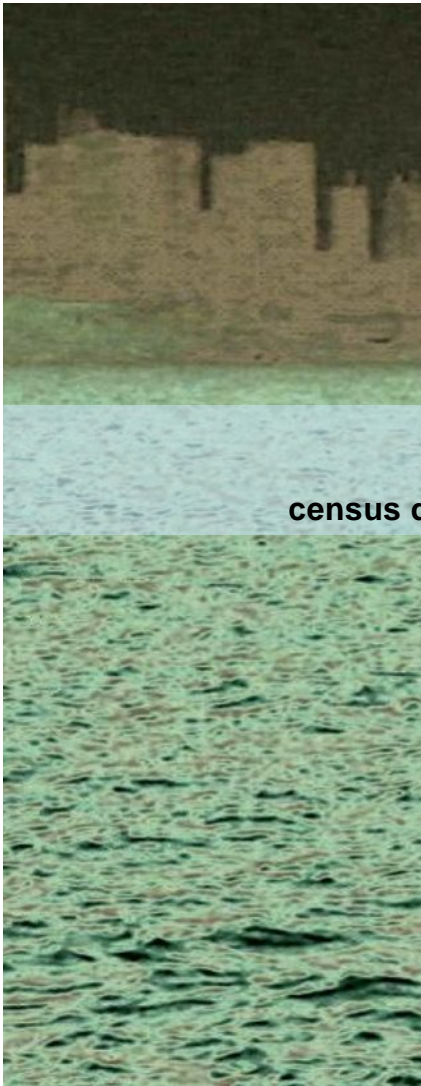
Chicago Public Schools duplicate park and library services to create an excessive burden on taxpayers. City payrollers who interface with children at parks and libraries do not put the same stressors on them as school teachers who test, grade, and judge. Unfortunately the stress of school wears children out and they under-utilize the parks and libraries. School administration policy locks children out of school libraries and recreation facilities except during school hours when they have to be in class. Consequently, children also under-utilize school facilities. Nonetheless, many school payrollers talk as if they are community leaders and their facilities are the primary community of children and parents.



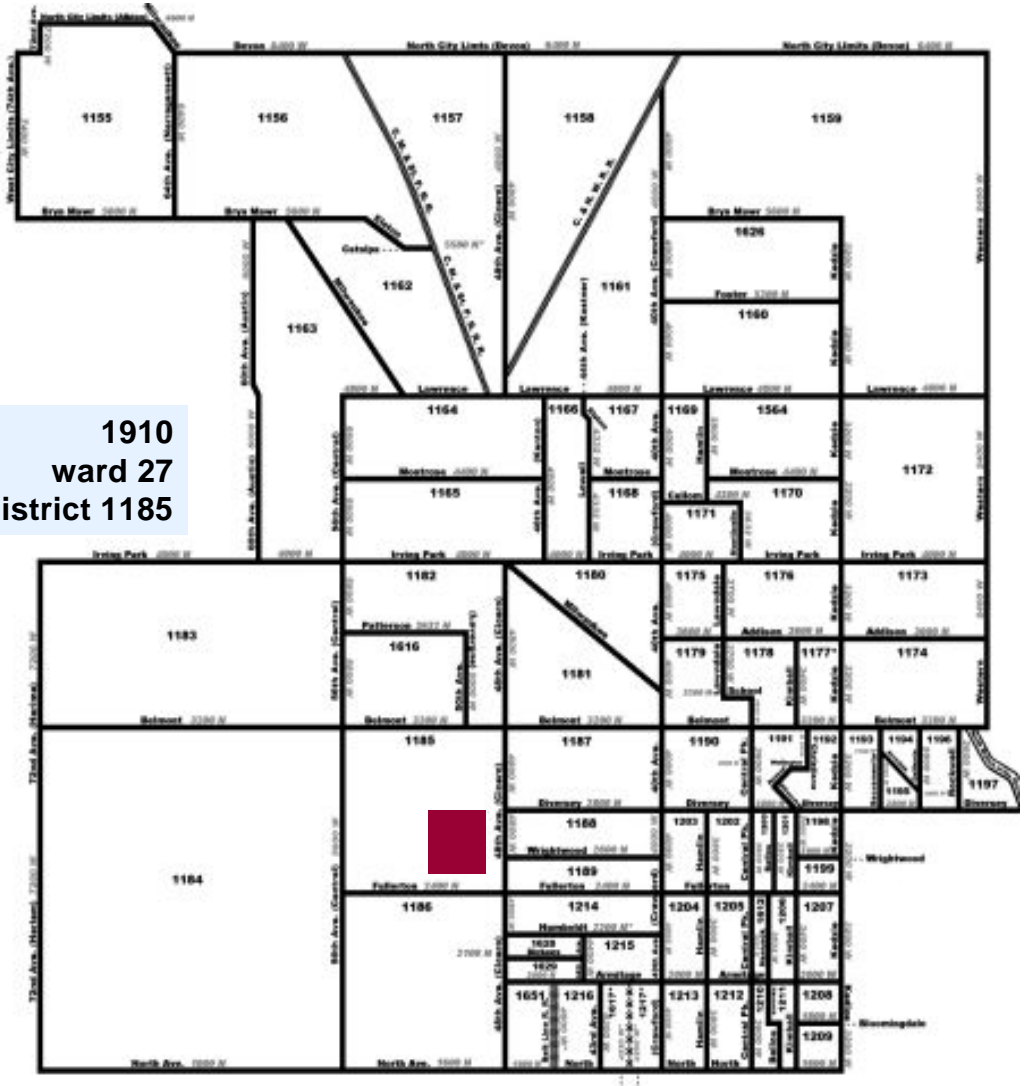


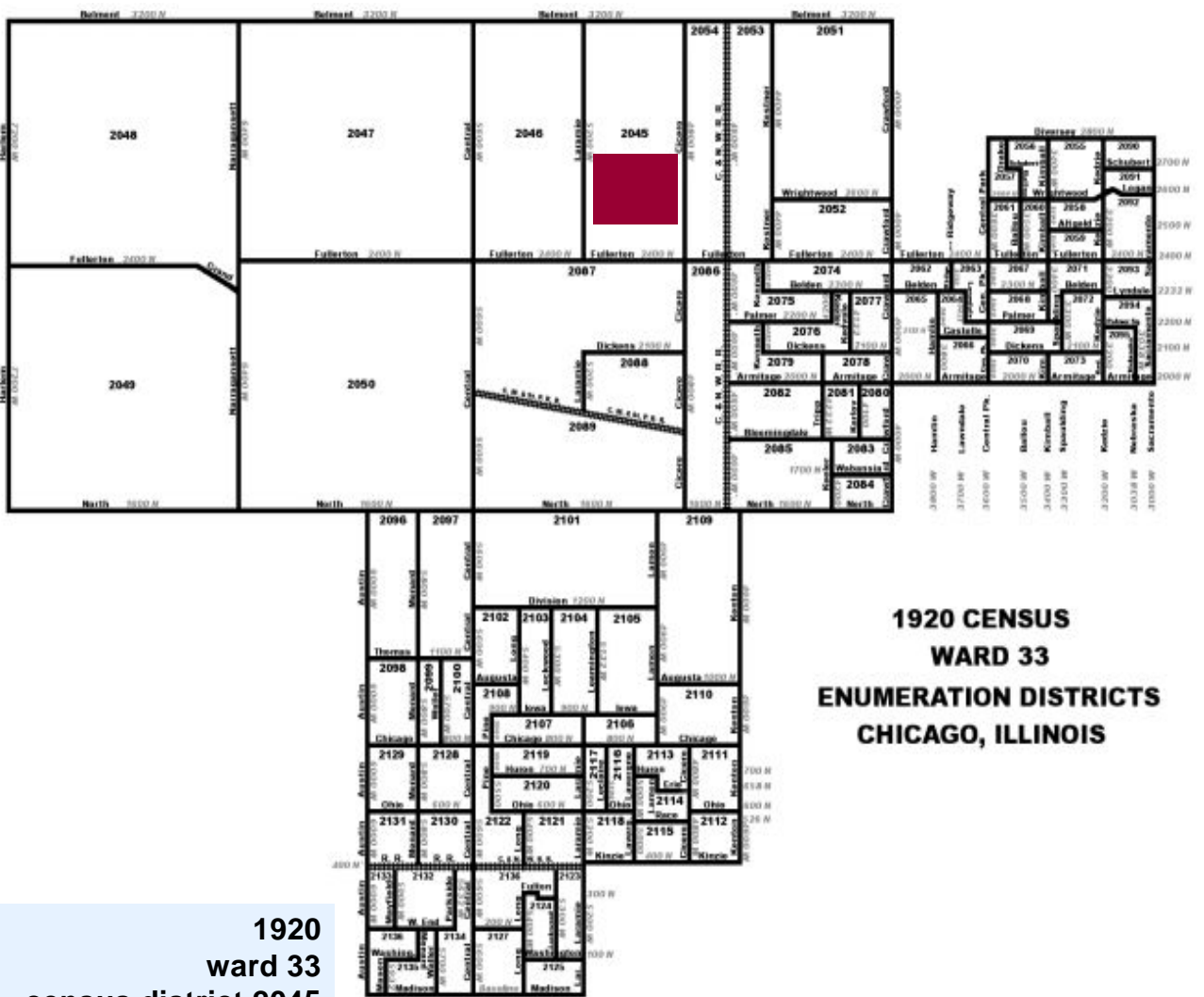
The Chicago Police Dept divides its 25 districts into beats. The red square on the next maps tracks an equivalent of beat 2521 in CPD Dist 25 and Chicago Ward 31 in 2010 on census data collection maps for Chicago wards for past years, starting 1900, when it was in ward 27 census district 830.





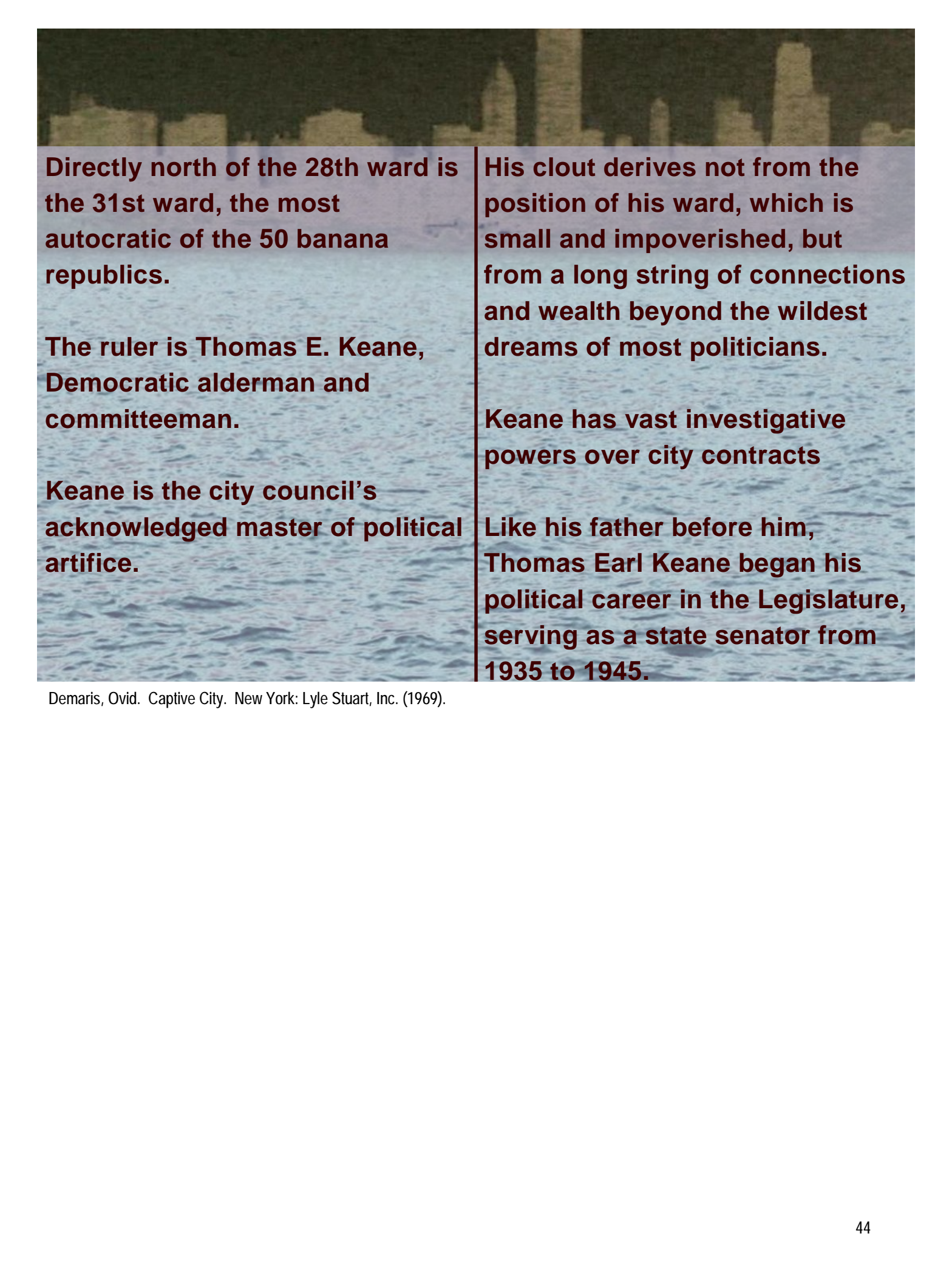
1910
ward 27
census district 1185





* Approximate





Directly north of the 28th ward is the 31st ward, the most autocratic of the 50 banana republics.

The ruler is Thomas E. Keane, Democratic alderman and committeeman.

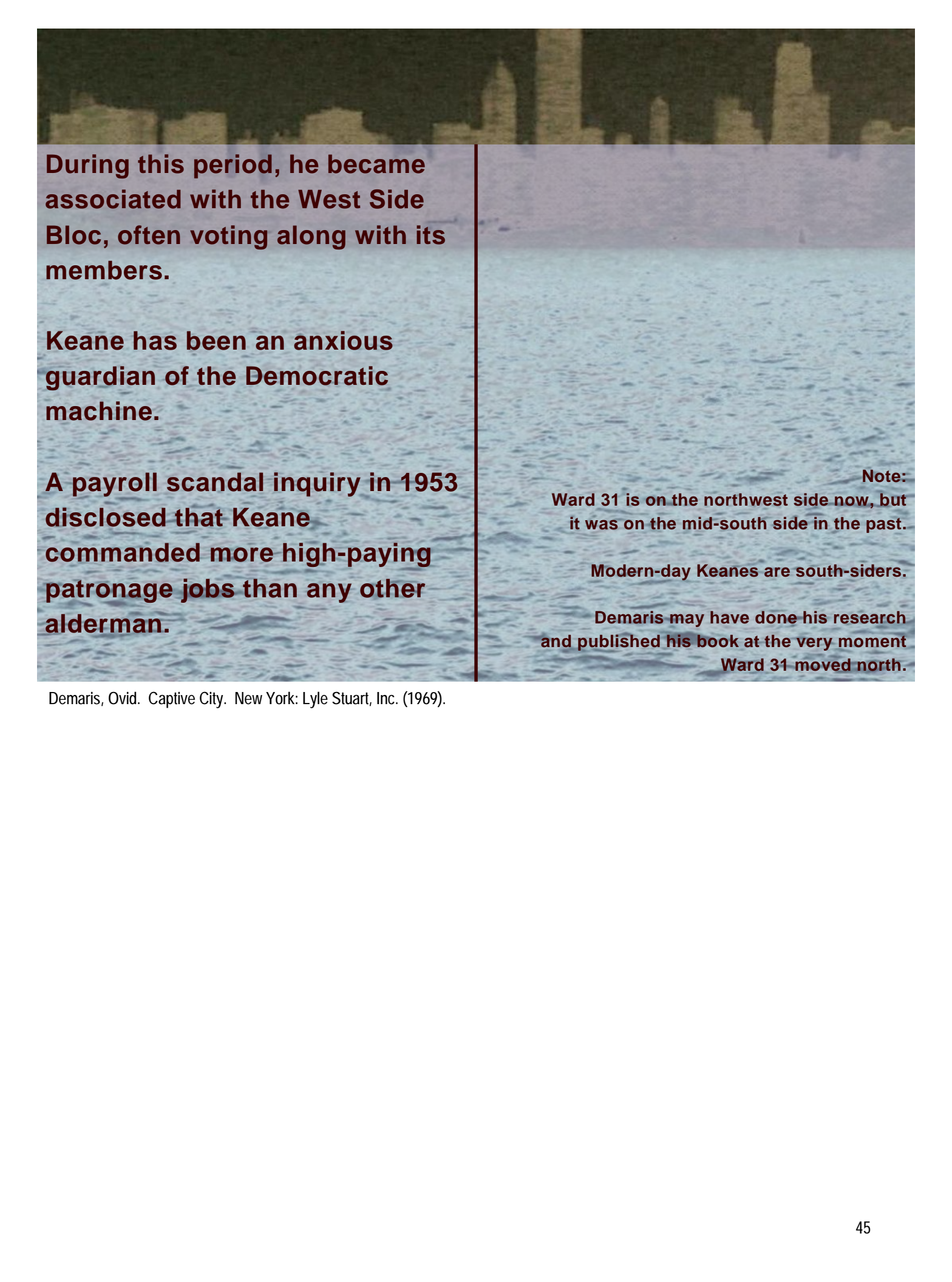
Keane is the city council's acknowledged master of political artifice.

His clout derives not from the position of his ward, which is small and impoverished, but from a long string of connections and wealth beyond the wildest dreams of most politicians.

Keane has vast investigative powers over city contracts

Like his father before him, Thomas Earl Keane began his political career in the Legislature, serving as a state senator from 1935 to 1945.

Demaris, Ovid. *Captive City*. New York: Lyle Stuart, Inc. (1969).



During this period, he became associated with the West Side Bloc, often voting along with its members.

Keane has been an anxious guardian of the Democratic machine.

A payroll scandal inquiry in 1953 disclosed that Keane commanded more high-paying patronage jobs than any other alderman.

Note:

Ward 31 is on the northwest side now, but it was on the mid-south side in the past.

Modern-day Keanes are south-siders.

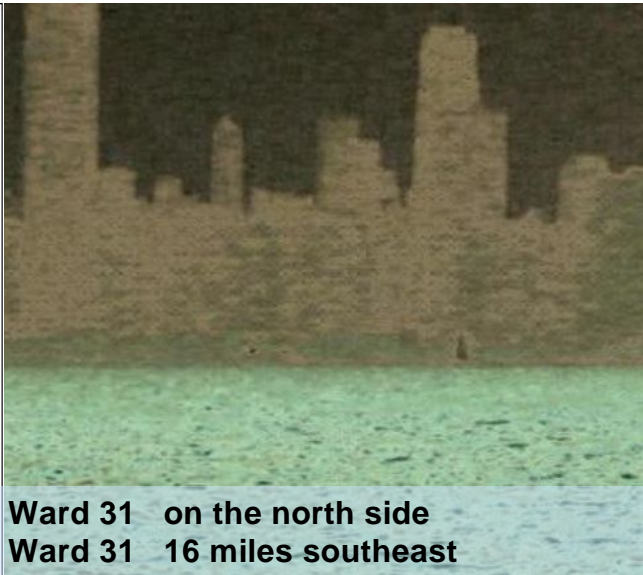
Demaris may have done his research and published his book at the very moment Ward 31 moved north.

Demaris, Ovid. *Captive City*. New York: Lyle Stuart, Inc. (1969).

ALDERMANIC WARDS FOR THE CITY OF CHICAGO



City of Chicago
Richard M. Daley, Mayor



2000 Ward 31 on the north side
1915 Ward 31 16 miles southeast

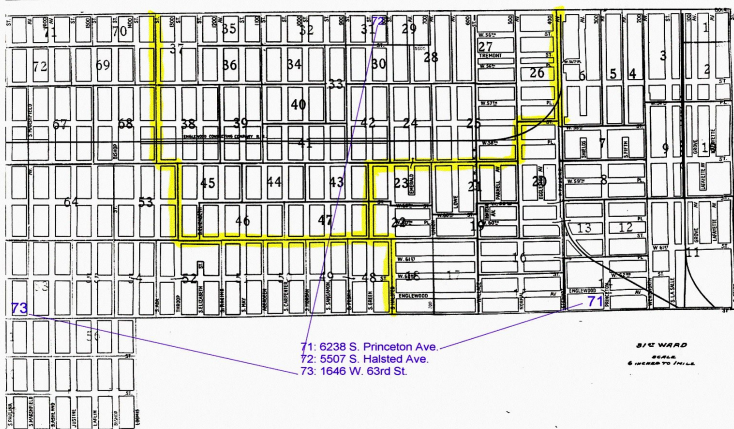
Ward	Alderman
1	Manuel Flores
2	Margaret L. Hallbrook
3	Dorothy J. Tillman
4	Toni Preckwinkle
5	Leslie A. Hairston
6	Fredricka M. Lyle
7	William M. Beavers
8	Todd H. Stroger
9	Anthony A. Sciale
10	John A. Pope
11	James A. Barber
12	George A. Cardenas
13	Frank J. Cotto
14	Edward M. Burke
15	Theodore Thomas
16	Shirley A. Coleman
17	Luzania R. Thomas
18	Thomas W. Murphy
19	Virginia A. Rugh
20	Alecia Troutman
21	Howard B. Brookins, Jr.
22	Ricardo Muñoz
23	Michael R. Zaleski
24	Michael D. Chandler
25	Daniel S. Solis
26	Billy Ocasio
27	Walter Burnett, Jr.
28	Ed H. Smith
29	Isaac S. Carothers
30	Aniel E. Reboyras
31	Ray Suarez
32	Theodore Matlak
33	Richard F. Mell
34	Carrie M. Austin
35	Ray Cook
36	William J.P. Banks
37	Emma M. Mitts
38	Thomas R. Allen
39	Margaret C. Laurino
40	Patrick J. O'Connor
41	Brian G. Doherty
42	Burton F. Natarus
43	Vi Daley
44	Thomas M. Tunney
45	Patrick J. Lever
46	Helen Shiller
47	Gene C. Schuller
48	Mary Ann Smith
49	Joe A. Moore
50	Senard L. Stone

For More Information: www.cityofchicago.org/citycouncil

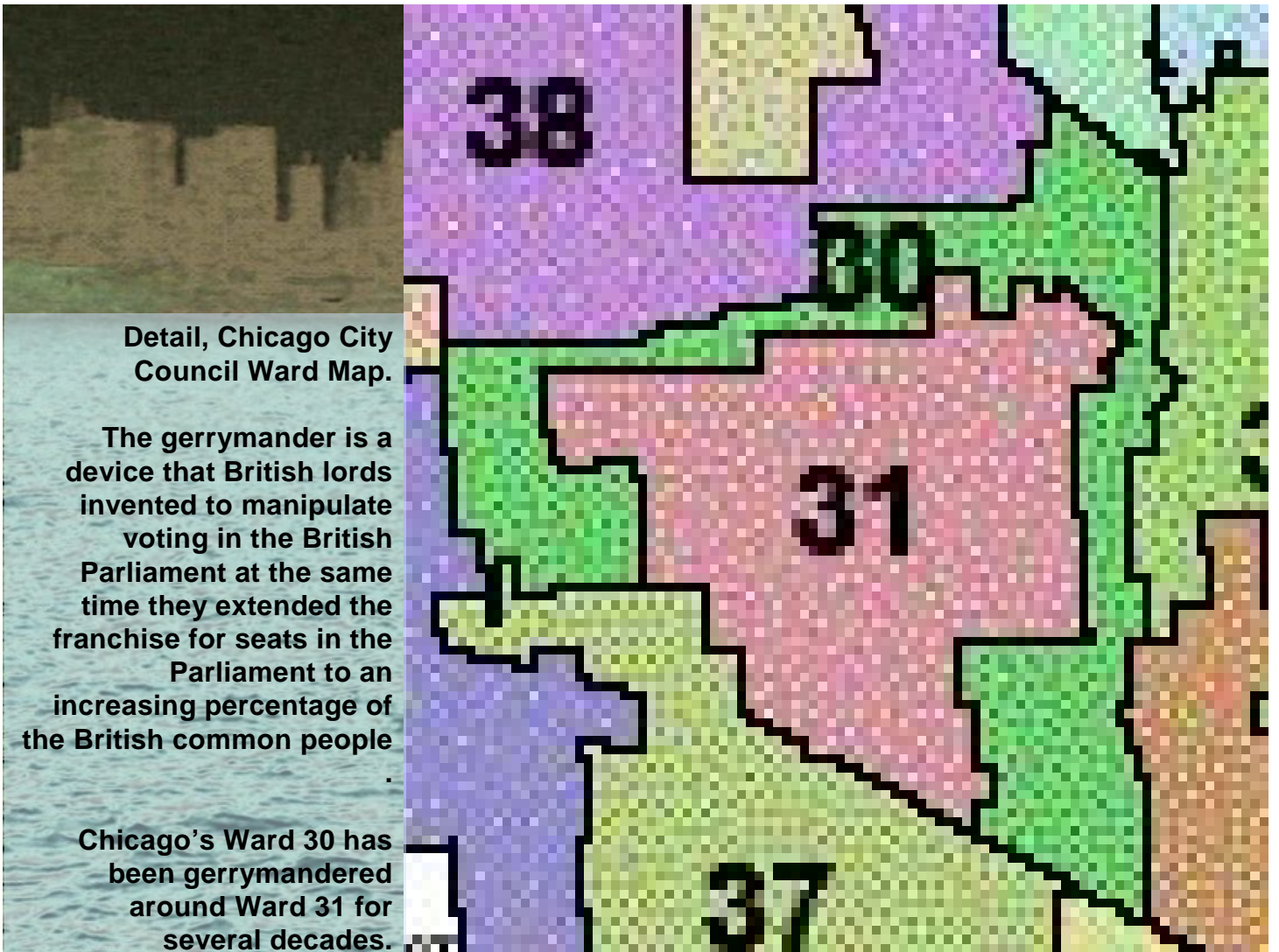
0 1 2 3 Miles

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31ST WARD 73 ELECTION PRECINCTS



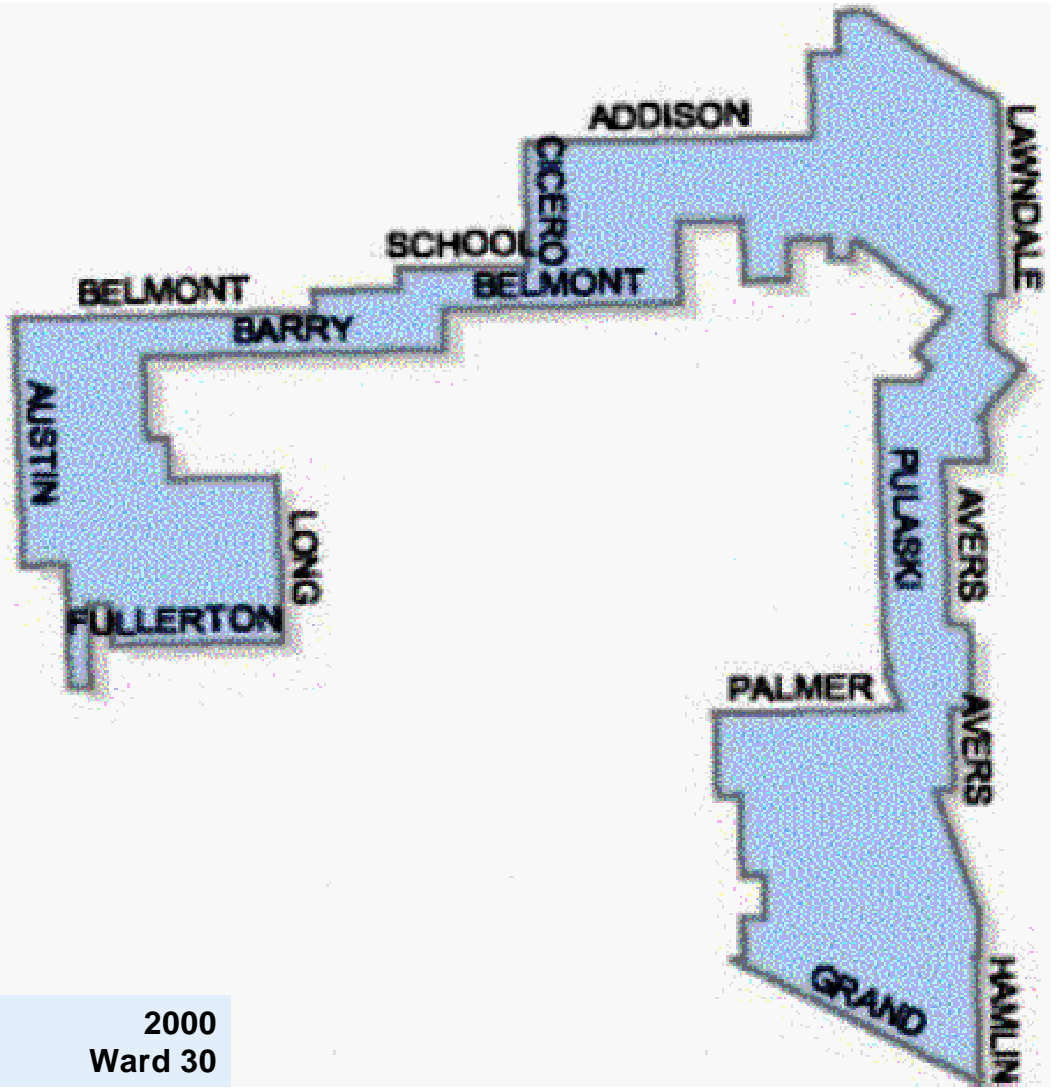
map found at www.rootsweb.com/~itappnc/pipcward31.jpg



Detail, Chicago City Council Ward Map.

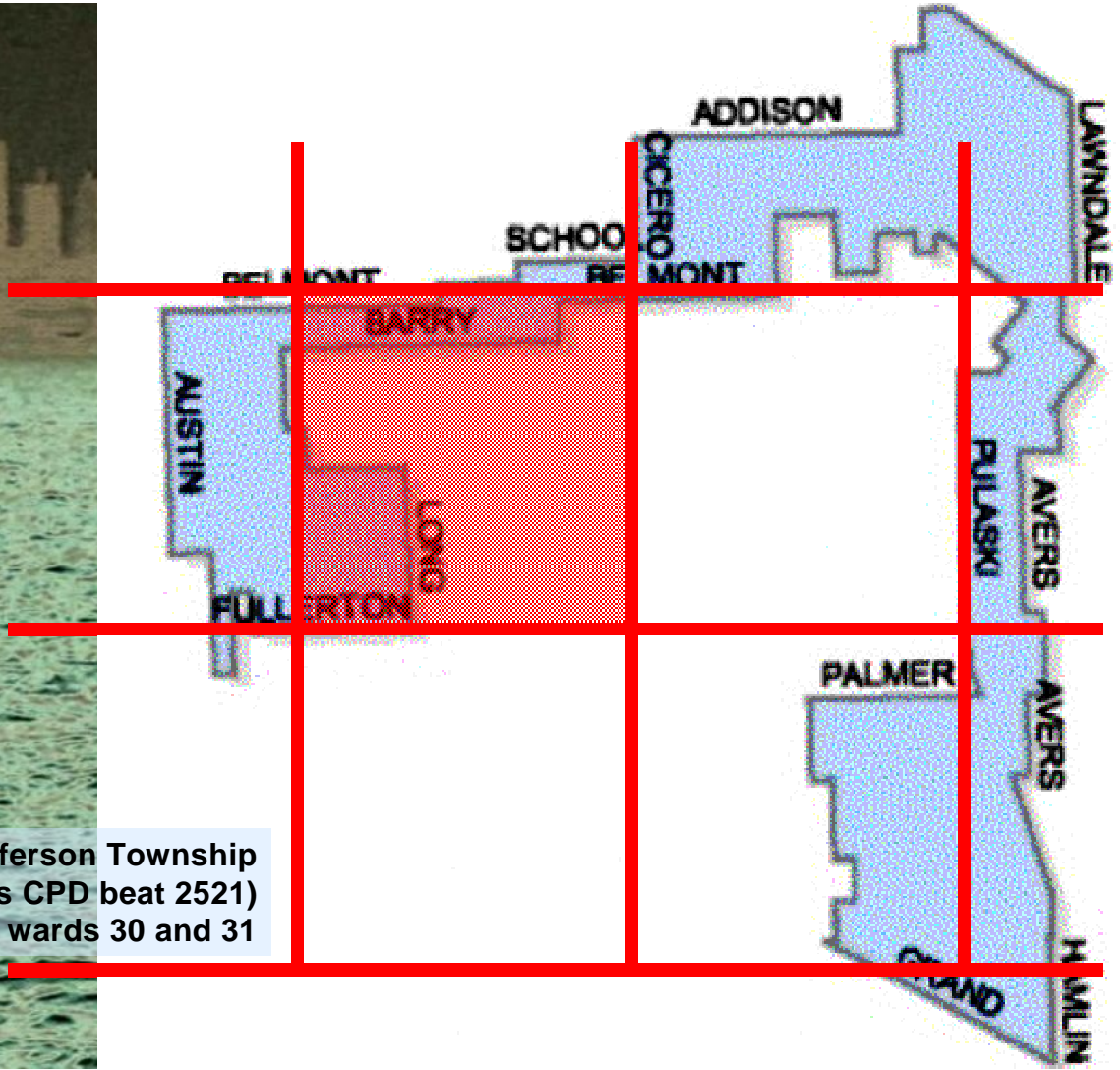
The gerrymander is a device that British lords invented to manipulate voting in the British Parliament at the same time they extended the franchise for seats in the Parliament to an increasing percentage of the British common people .

Chicago's Ward 30 has been gerrymandered around Ward 31 for several decades.

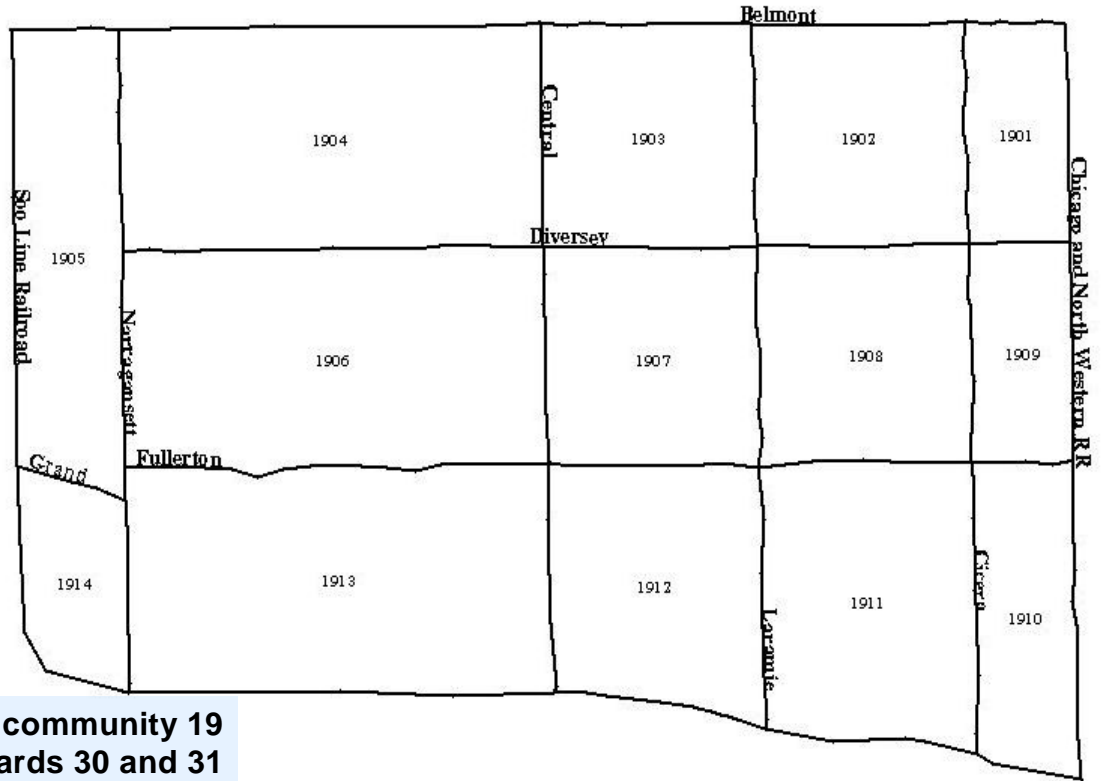




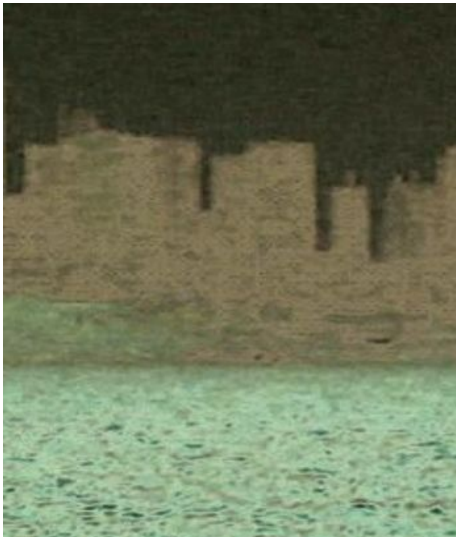
Section 28 Jefferson Township
(includes CPD beat 2521)
overlaid on wards 30 and 31



Belmont Cragin (Community Area Number 19)

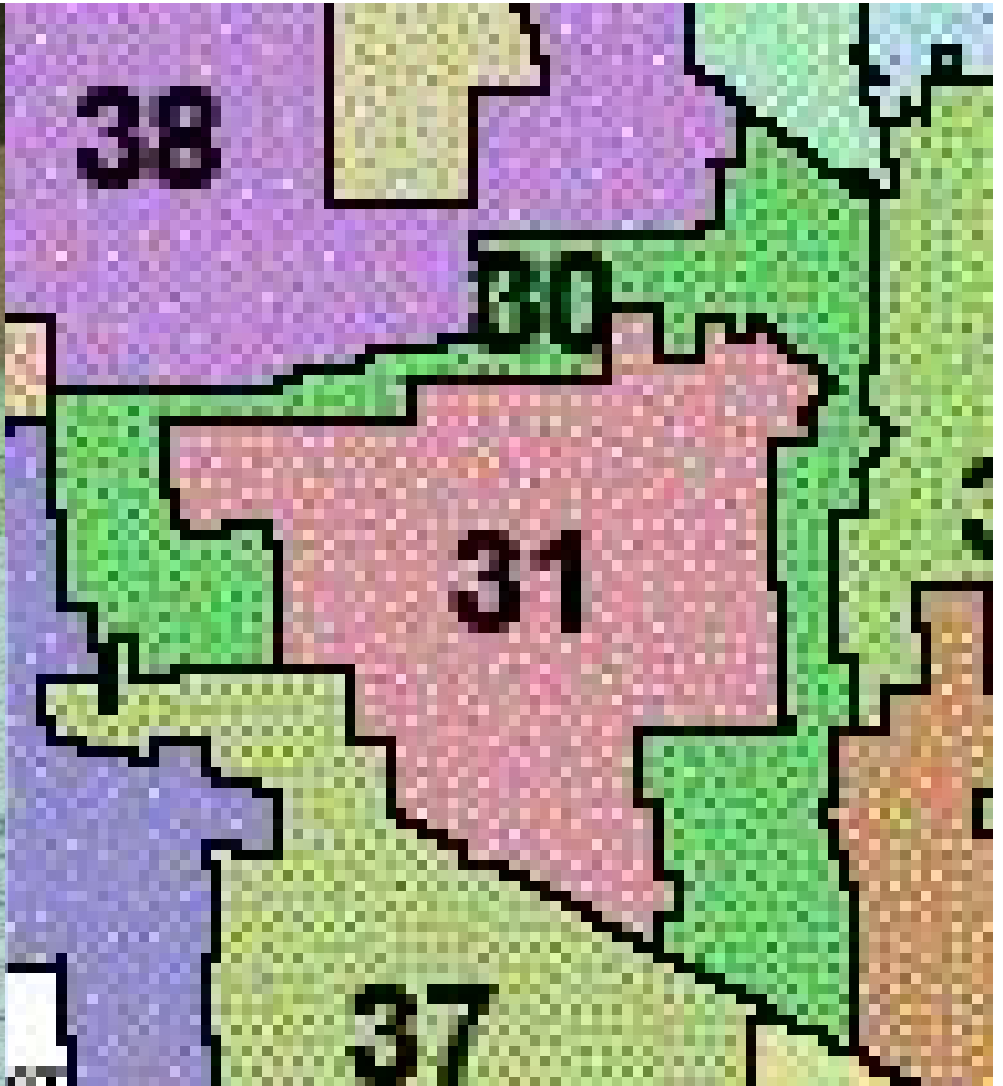


2000 US Census community 19
overlays Wards 30 and 31



**Ward 30 overlays
5 census communities:
Avondale
Belmont Cragin
Hermosa
Irving Park
Portage Park**

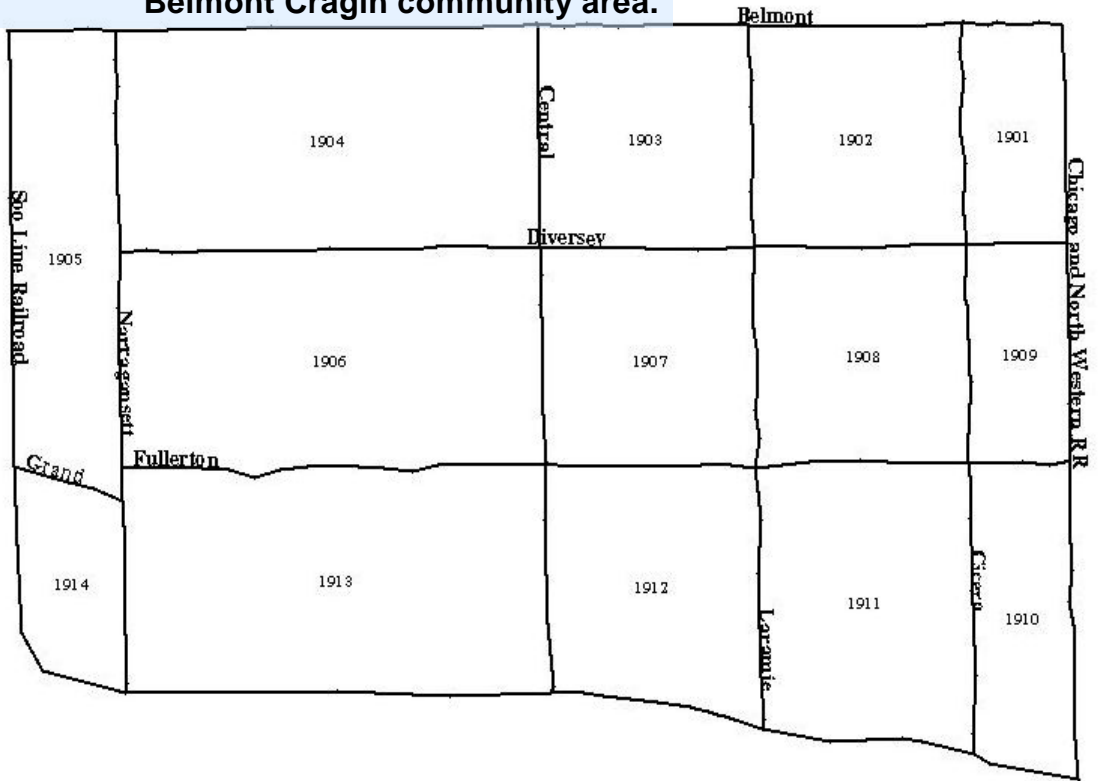
**Ward 31 overlays
3 census communities:
Belmont Cragin
Hermosa
Portage Park**



Belmont Cragin (Community Area Number 19)

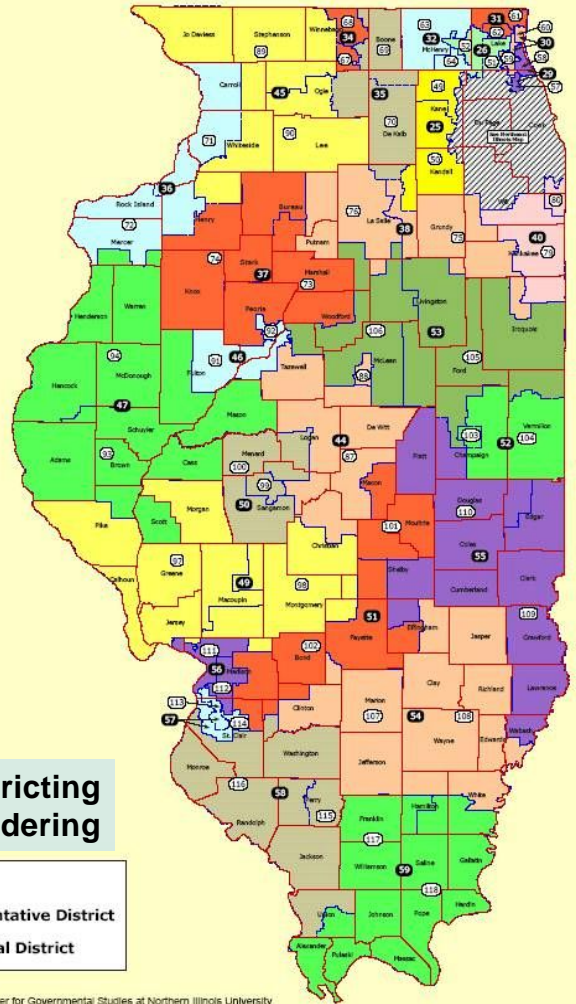
Portage-Cragin branch library is not in the Belmont-Cragin community area.

West Belmont branch library is not in the Belmont Cragin community area.





ILLINOIS LEGISLATIVE DISTRICTS



2011 Illinois General Assembly redistricting indulges in gerrymandering

LEGEND
69 Representative District
50 Senatorial District

Map Prepared by the Center for Governmental Studies at Northern Illinois University
Revised: 03/06/2003

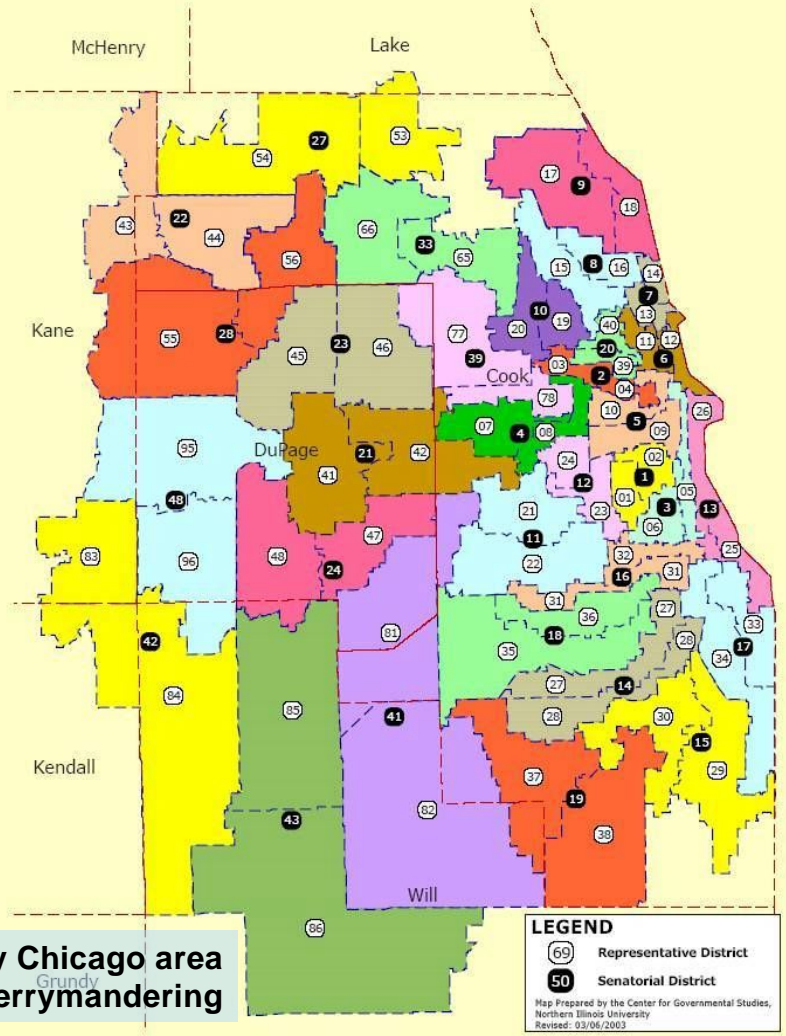
http://www.illinoiscovered.com/assets/il_legdist_state.pdf

Illinois Covered – Affordable Health Care For All is a State of Illinois website and program introduced by Governor Rod Blagojevich. Contact Illinois.Covered@illinois.gov



2001 Illinois General Assembly Chicago area
redistricting indulges in gerrymandering

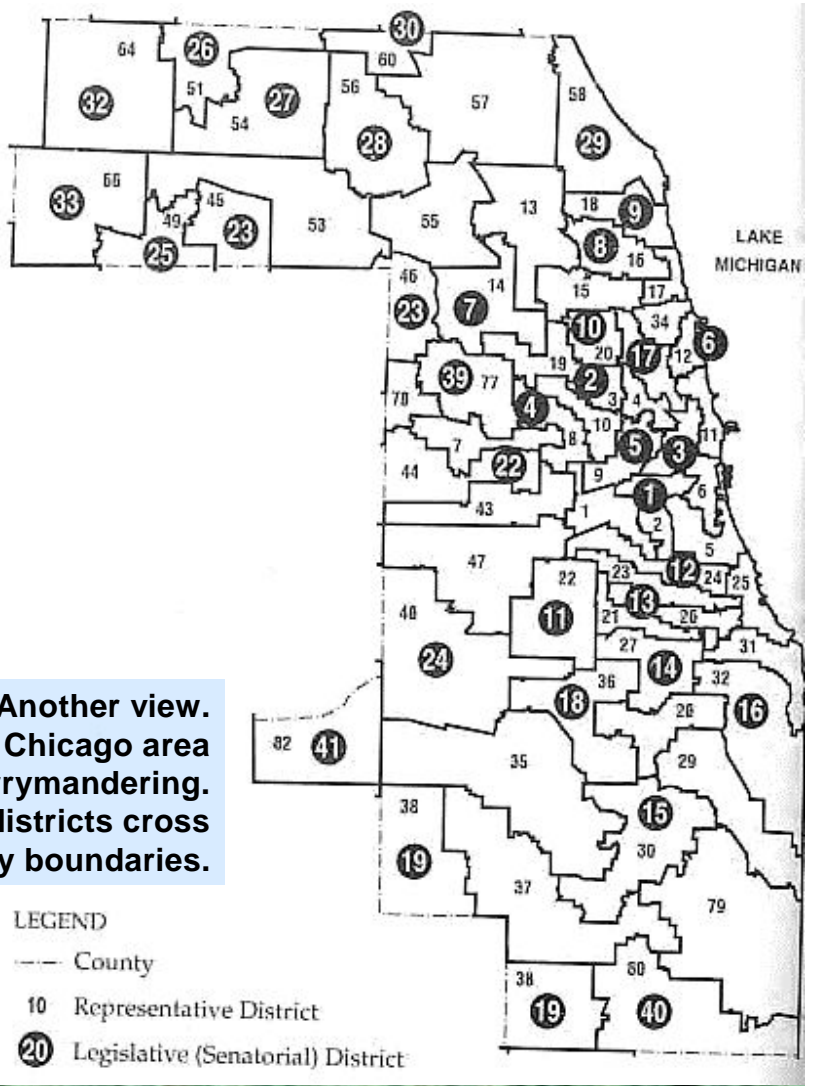
NORTHEAST ILLINOIS LEGISLATIVE DISTRICTS

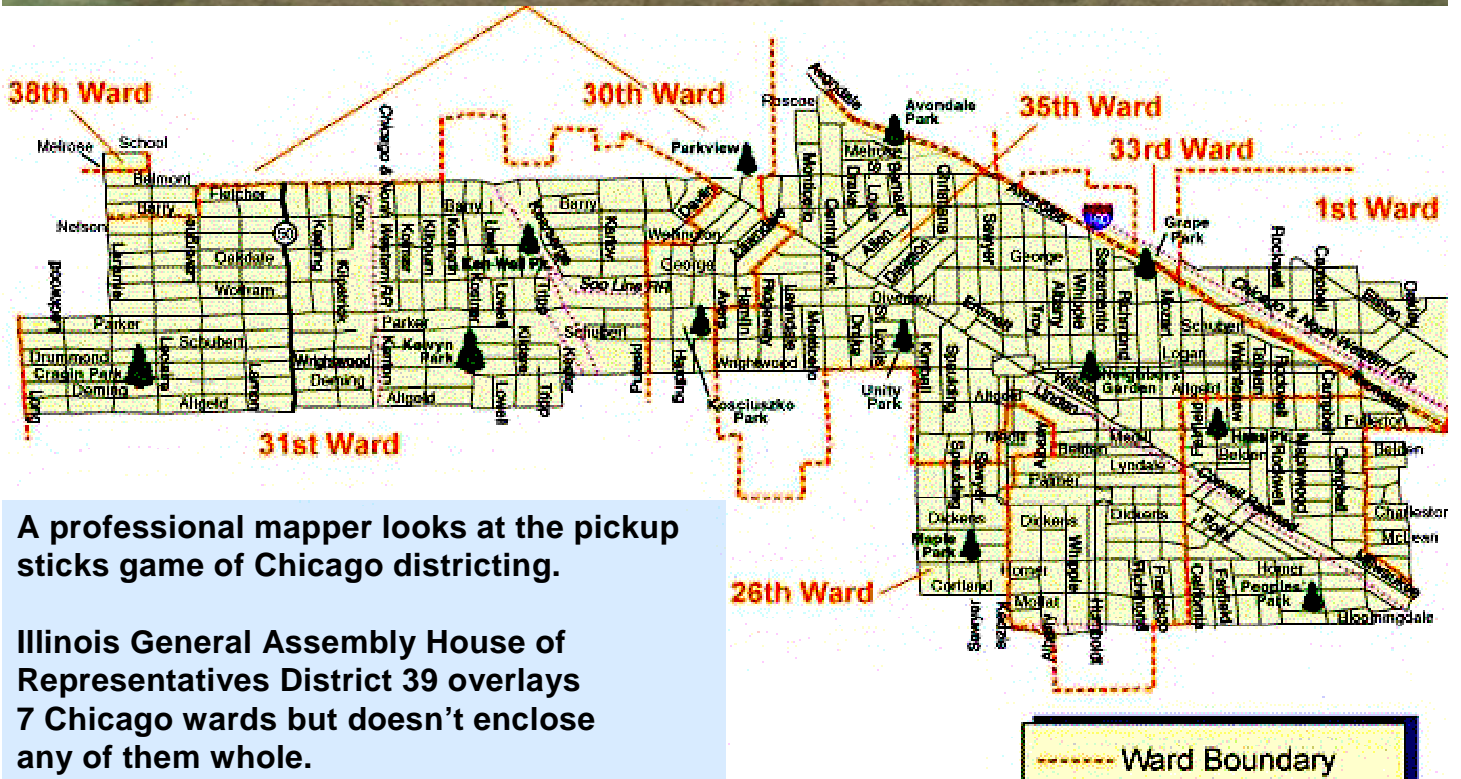
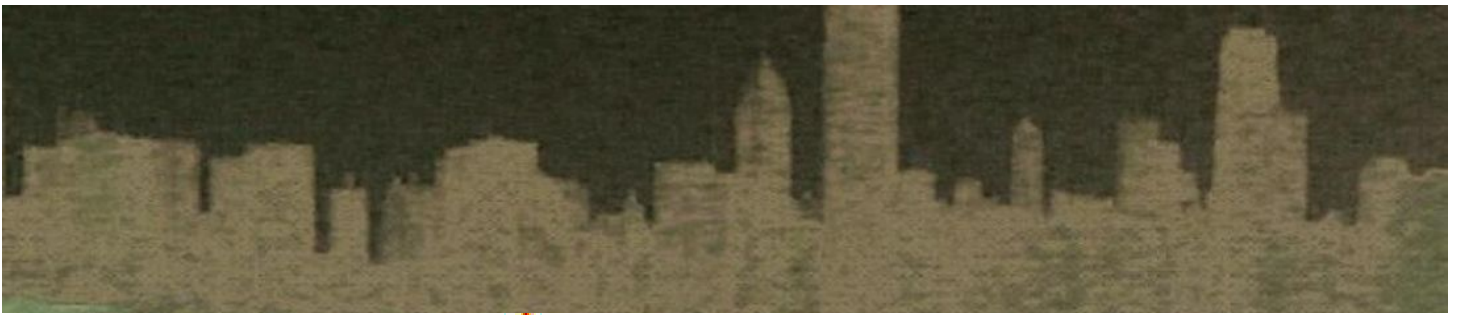


http://www.illinoisatlas.com/illinois/political/pdf/il_cd2002.pdf
 Copyright © 2001-2005 by the Regional Development Institute, Northern Illinois University.



Another view.
2001 Illinois General Assembly Chicago area
redistricting indulges in gerrymandering.
Illinois legislative districts cross
city and county boundaries.





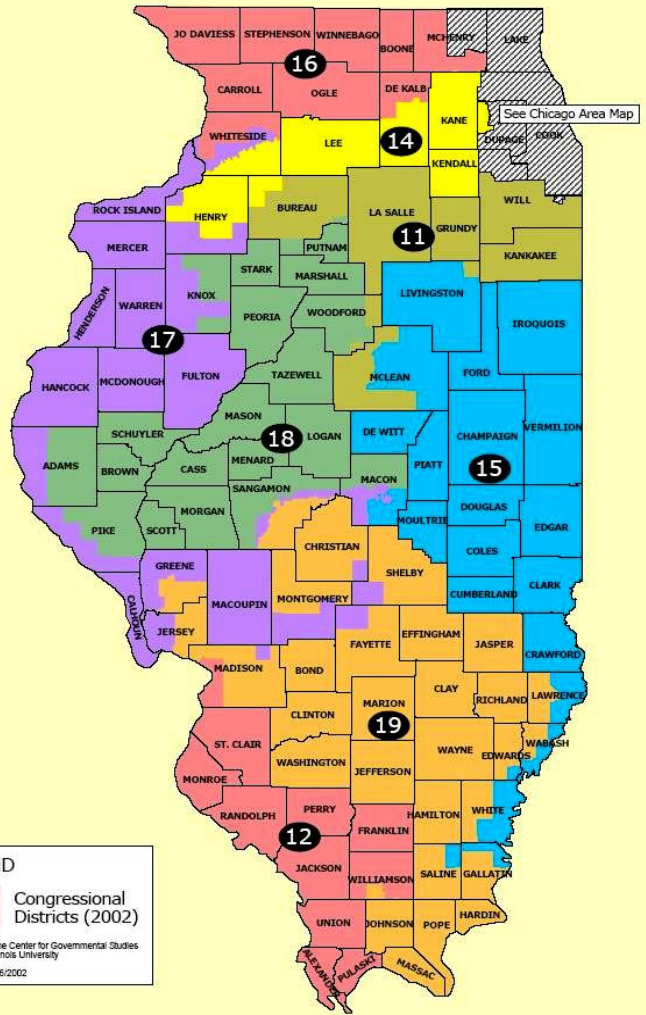
A professional mapper looks at the pickup sticks game of Chicago districting.

Illinois General Assembly House of Representatives District 39 overlays 7 Chicago wards but doesn't enclose any of them whole.



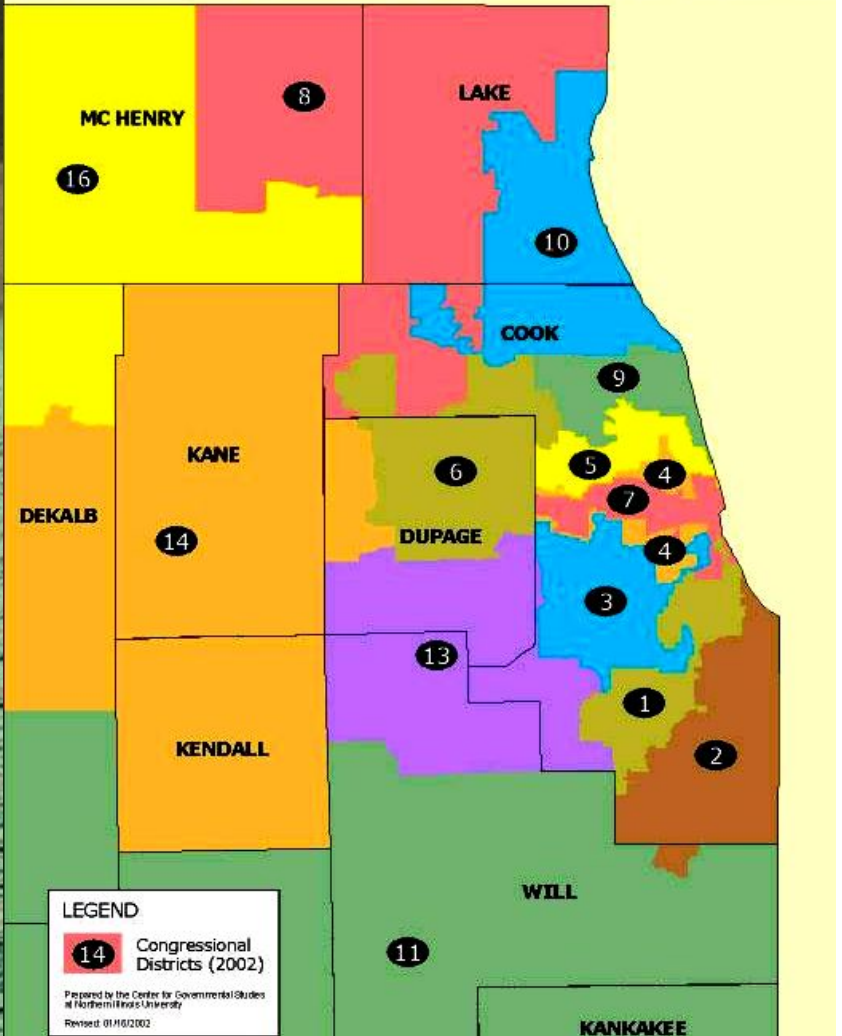
**2001 US House of Representatives
Illinois districts**

ILLINOIS CONGRESSIONAL DISTRICTS



http://www.illinoisatlas.com/illinois/political/pdf/il_cd2002.pdf
 Copyright © 2001-2005 by the Regional Development Institute, Northern Illinois University.

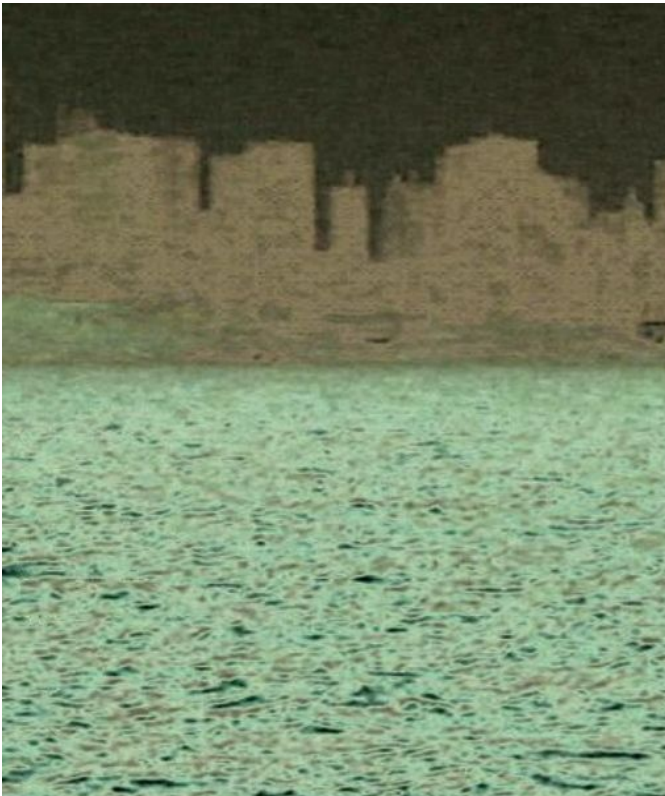
NORTHEASTERN ILLINOIS CONGRESSIONAL DISTRICTS



2001 US House of Representatives
Illinois districts
Chicago area

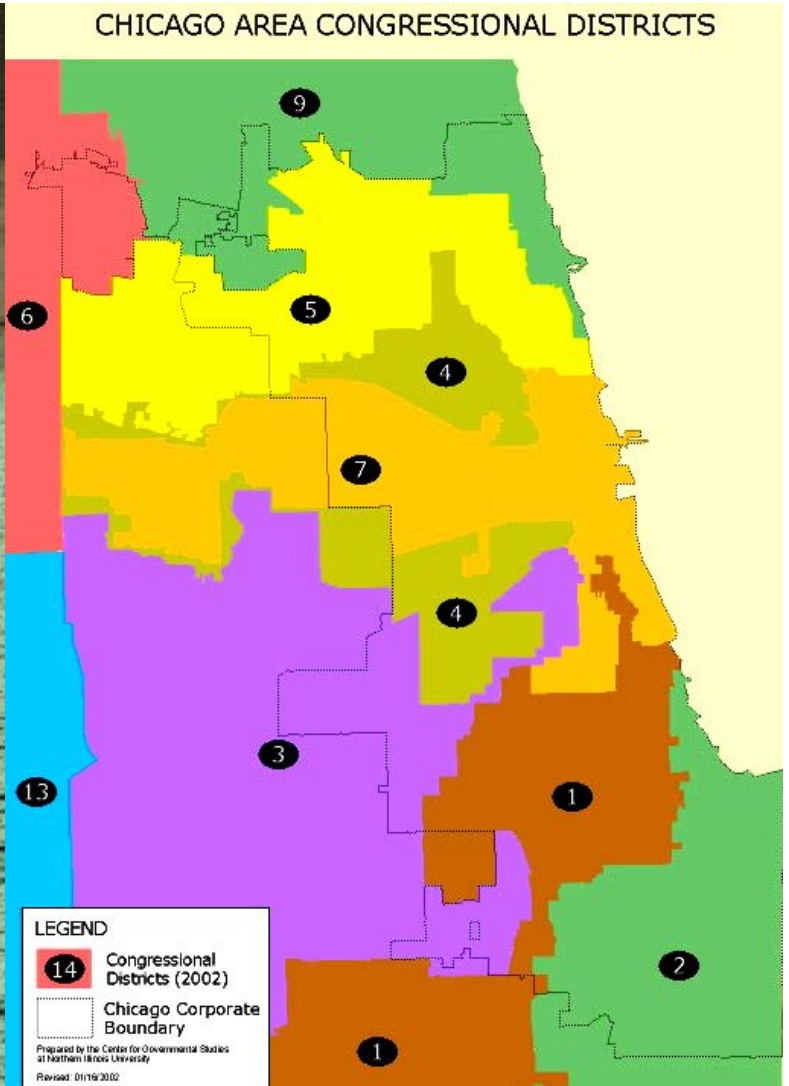
http://www.illinoisatlas.com/illinois/political/jpg/neil_cd2002.jpg

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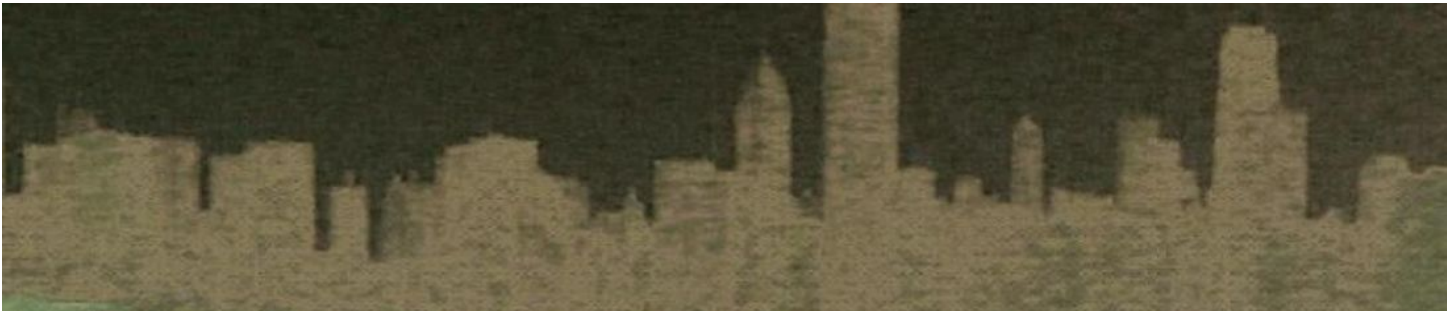


**A closer look.
2001 US House of Representatives
Illinois districts Chicago area**

**Inhabitants of gerrymandered ward 30
live in gerrymandered IL HR 39
and gerrymandered US HR 4**



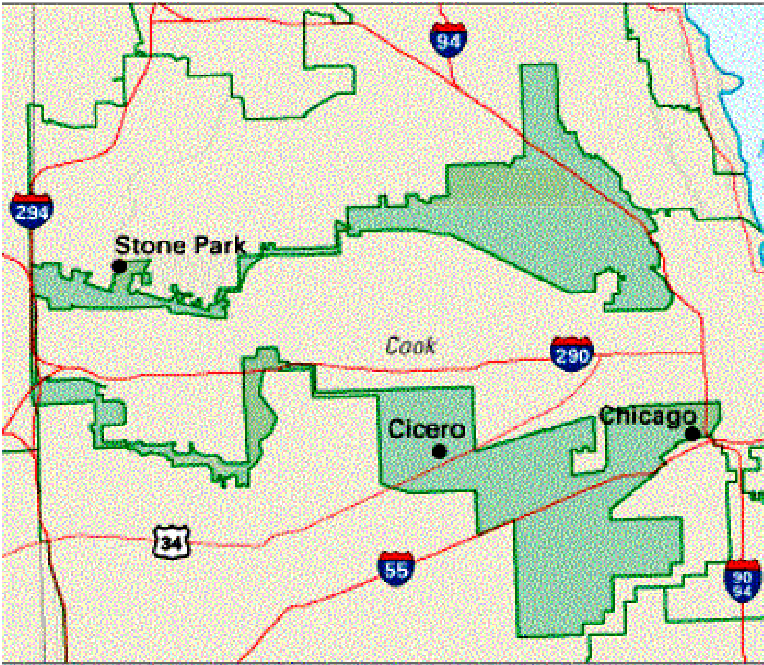
http://www.illinoisatlas.com/illinois/political/jpg/chi_cd2002.jpg
Copyright © 2001-2005 by the Regional Development Institute, Northern Illinois University.



Congressional District 4

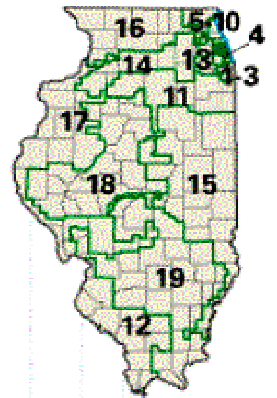


nationalatlas.gov™



4 Congressional District

Cook County



*Illinois
(19 Districts)*



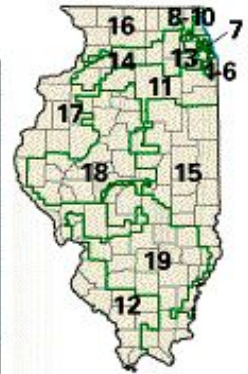
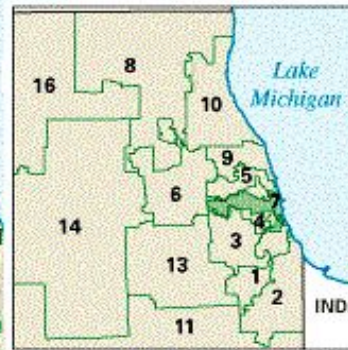
Congressional District 7



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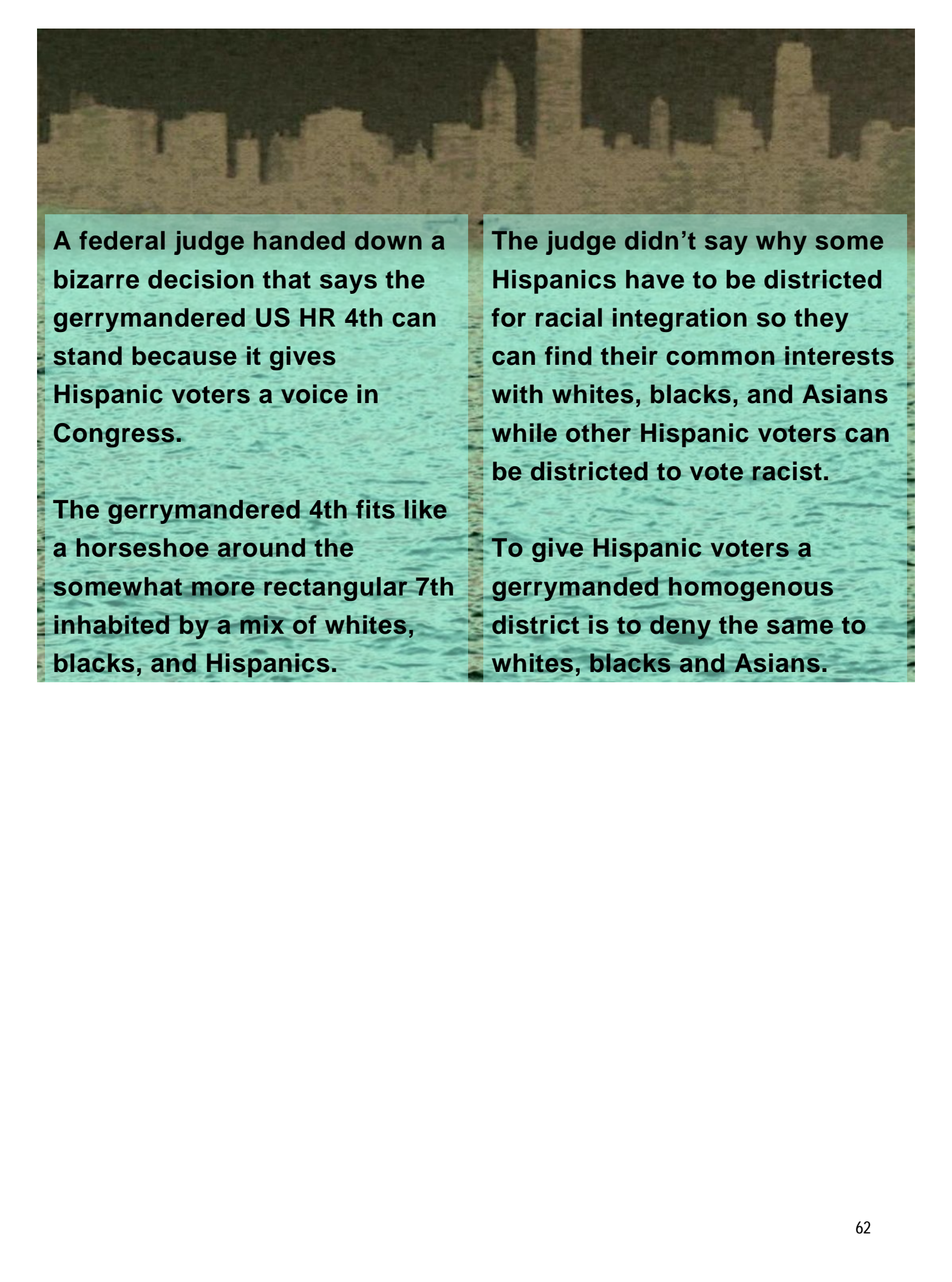


7 Congressional District
Cook County



0 5 10 Miles

Illinois (19 Districts)

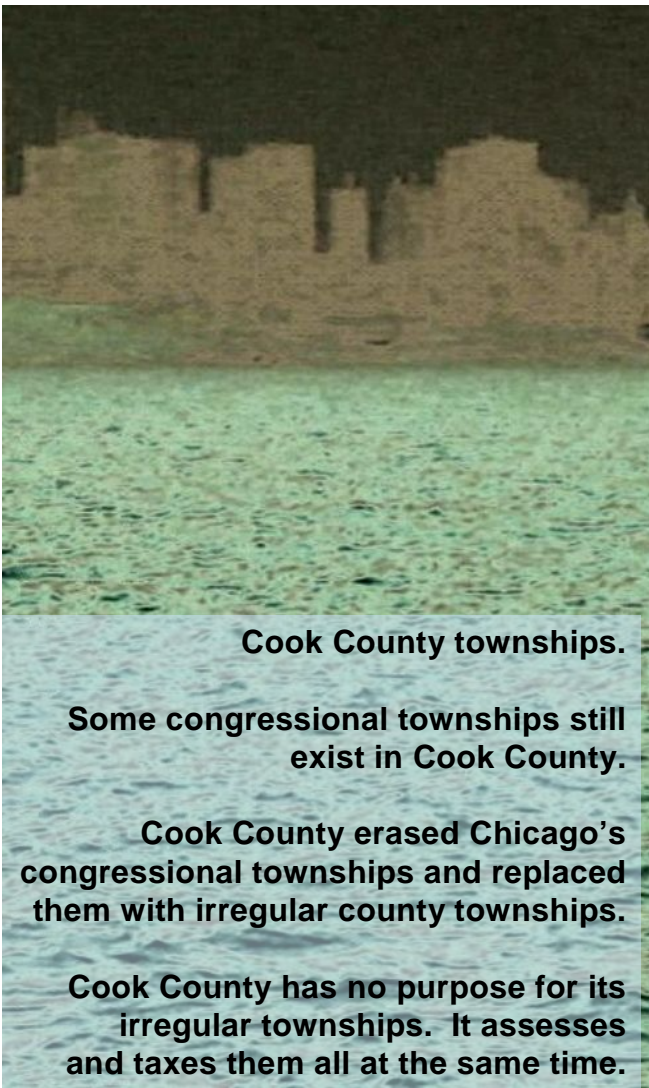


A federal judge handed down a bizarre decision that says the gerrymandered US HR 4th can stand because it gives Hispanic voters a voice in Congress.

The gerrymandered 4th fits like a horseshoe around the somewhat more rectangular 7th inhabited by a mix of whites, blacks, and Hispanics.

The judge didn't say why some Hispanics have to be districted for racial integration so they can find their common interests with whites, blacks, and Asians while other Hispanic voters can be districted to vote racist.

To give Hispanic voters a gerrymandered homogenous district is to deny the same to whites, blacks and Asians.

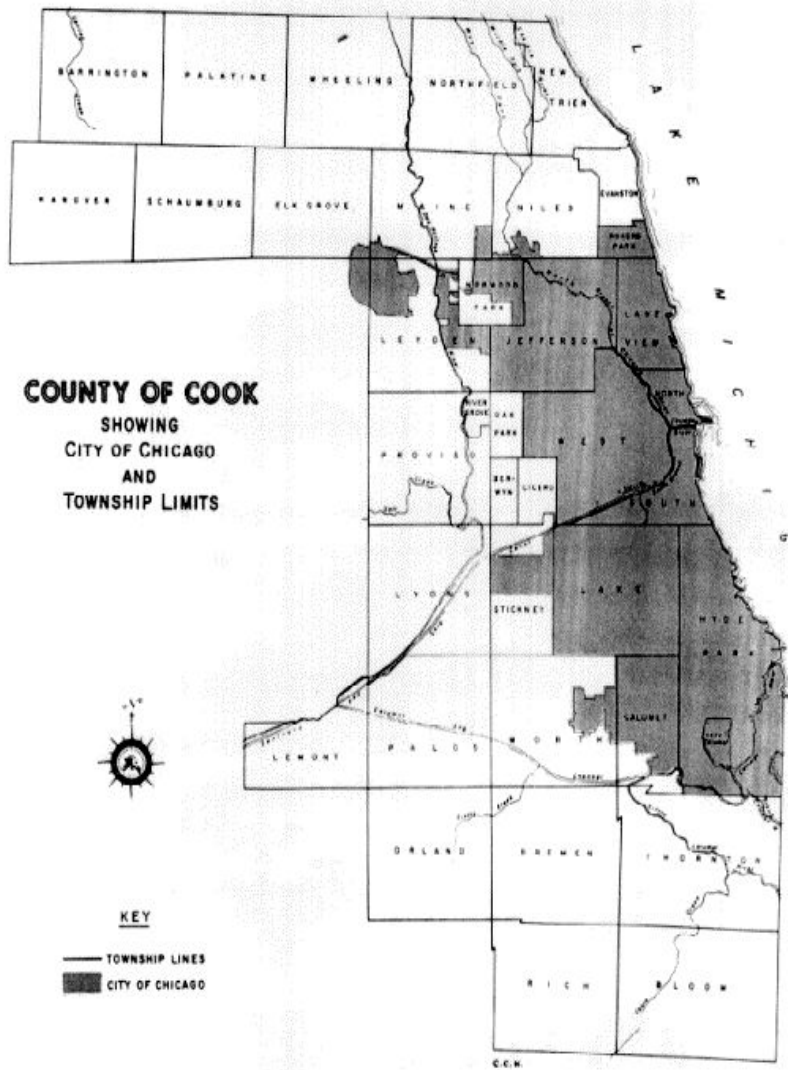


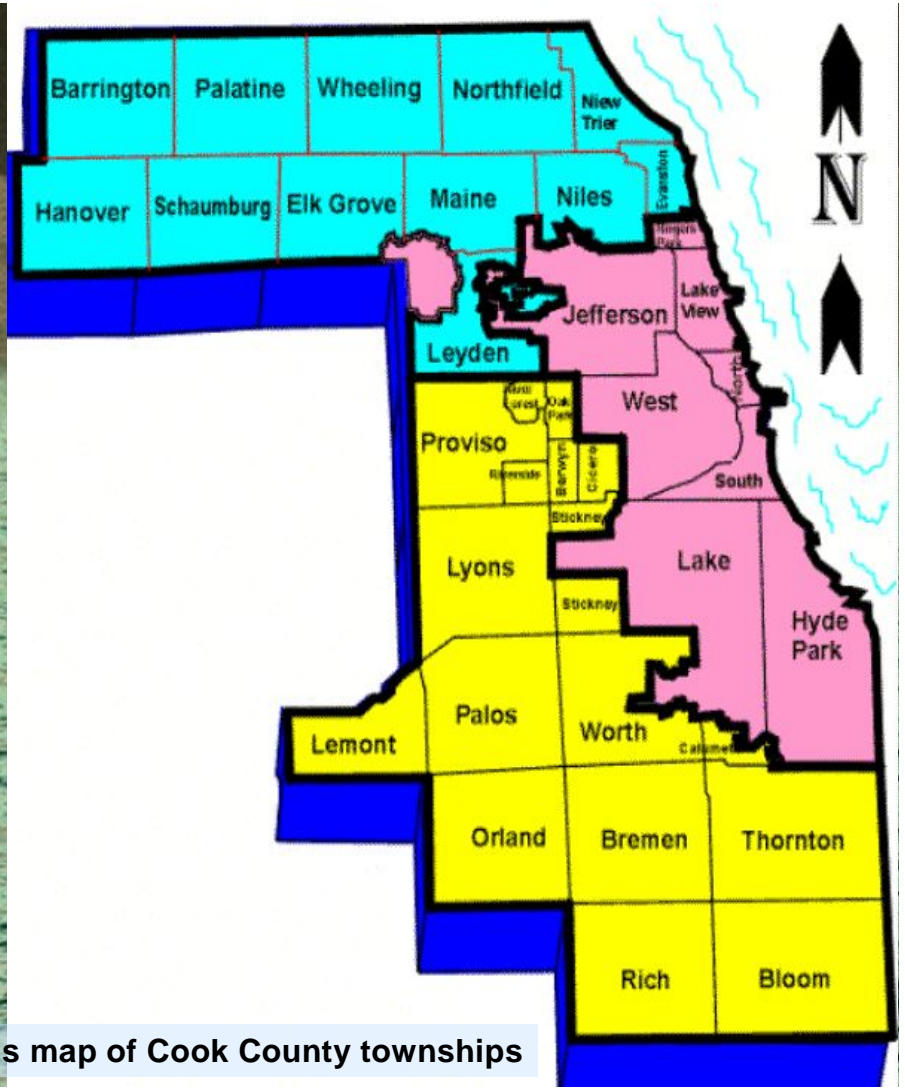
Cook County townships.

Some congressional townships still exist in Cook County.

Cook County erased Chicago's congressional townships and replaced them with irregular county townships.

Cook County has no purpose for its irregular townships. It assesses and taxes them all at the same time.



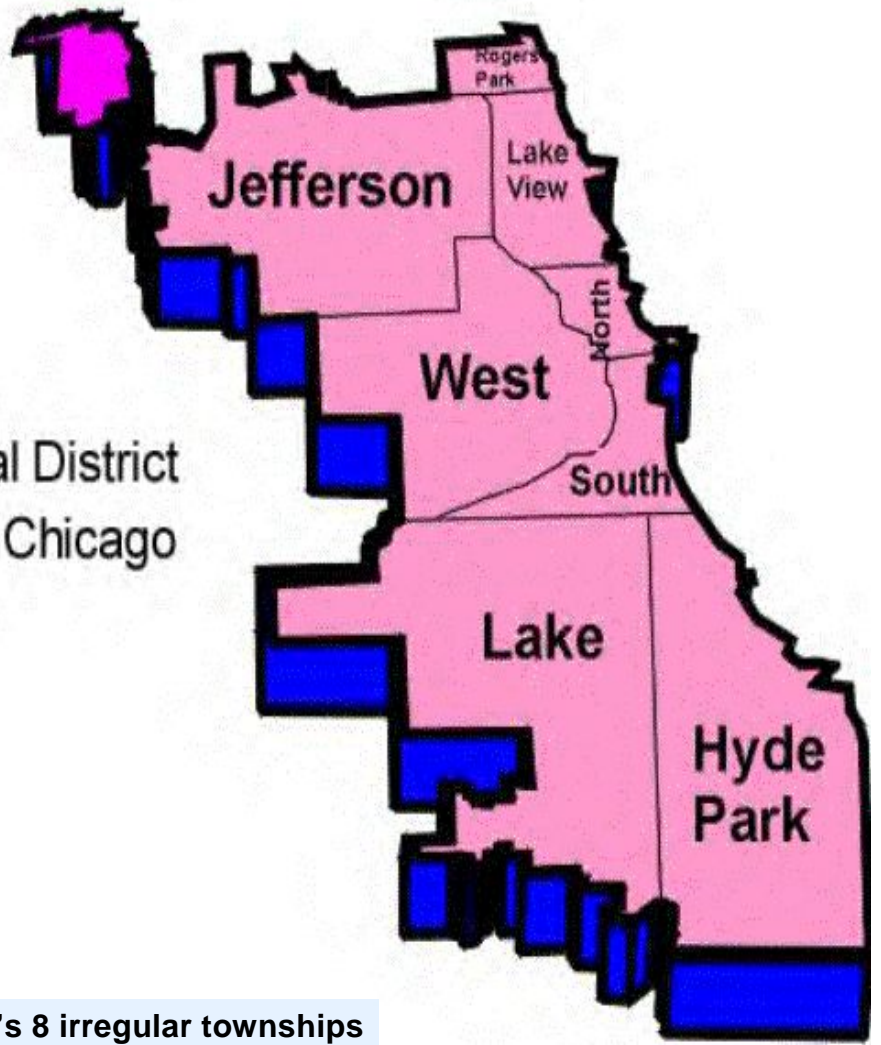


2004 Cook County Assessor's map of Cook County townships

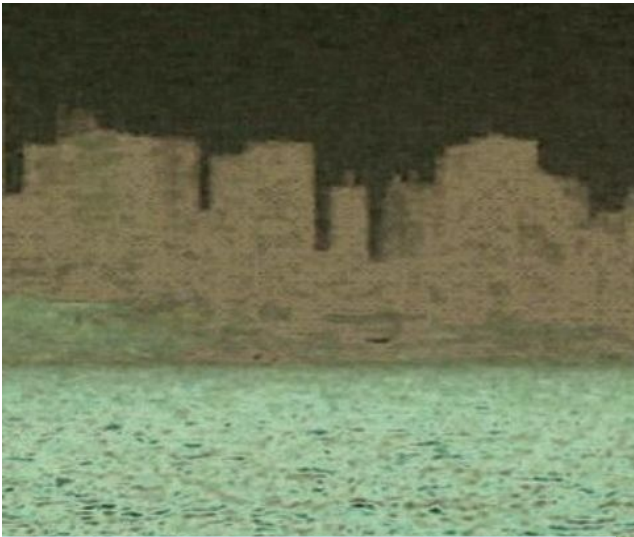
www.cookcountyassessor.com



Triennial District
City Of Chicago



Cook County map of Chicago's 8 irregular townships



A closer look.
US Census Bureau Voting District
map Chicago area.

The Bureau overlaid the map with
a grid that resembles congressional
townships.

The numbering is different than
township numbering for Chicago.

Square #23 in the lake would be
congressional township 39N,
Chicago's original site.

http://ftp2.census.gov/plmap/pl_vtd/st17_Illinois/c17031_Cook/PV17031_000.pdf

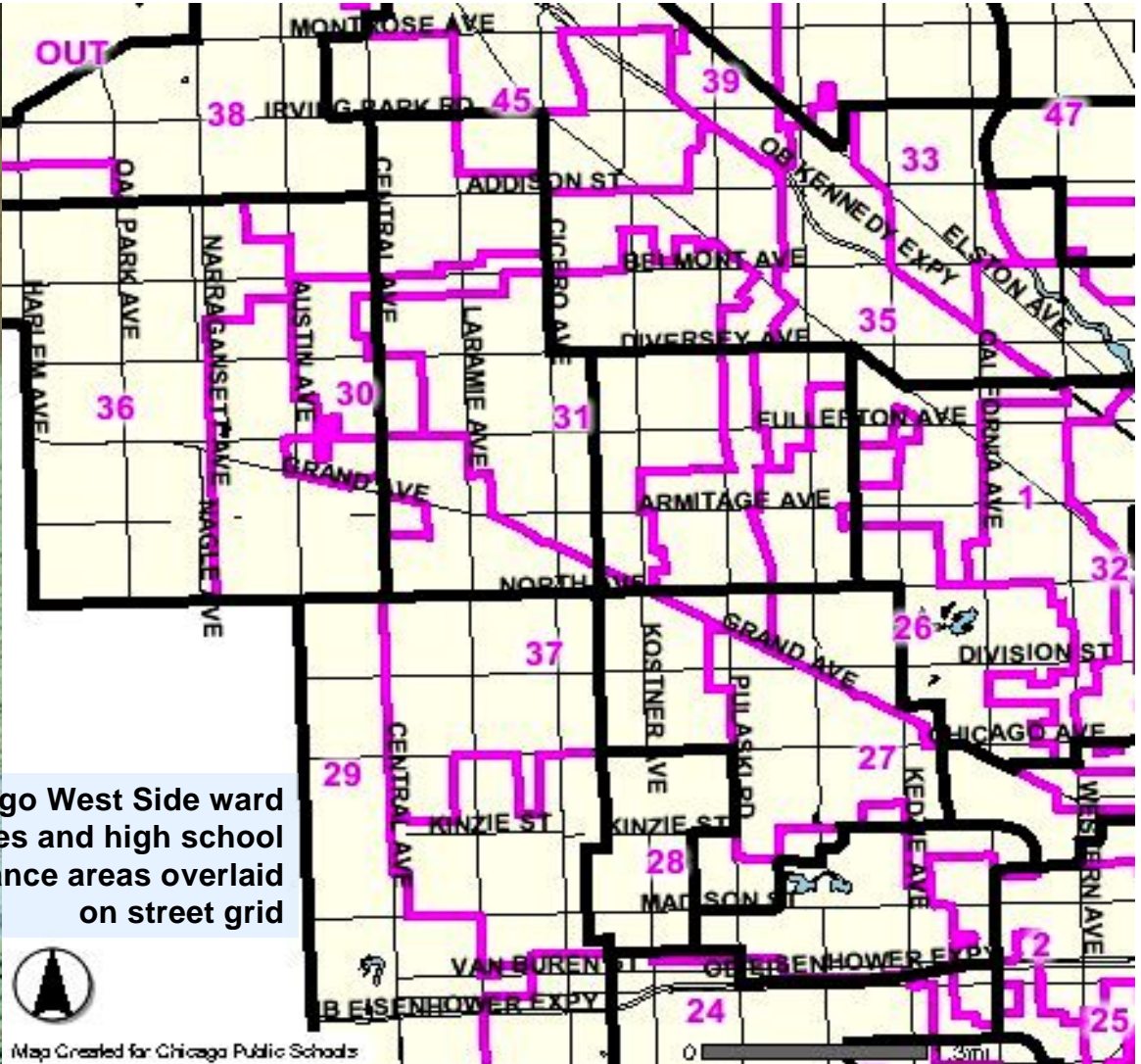


Chicago West Side ward boundaries overlaid on street grid

Map Created for Chicago Public Schools

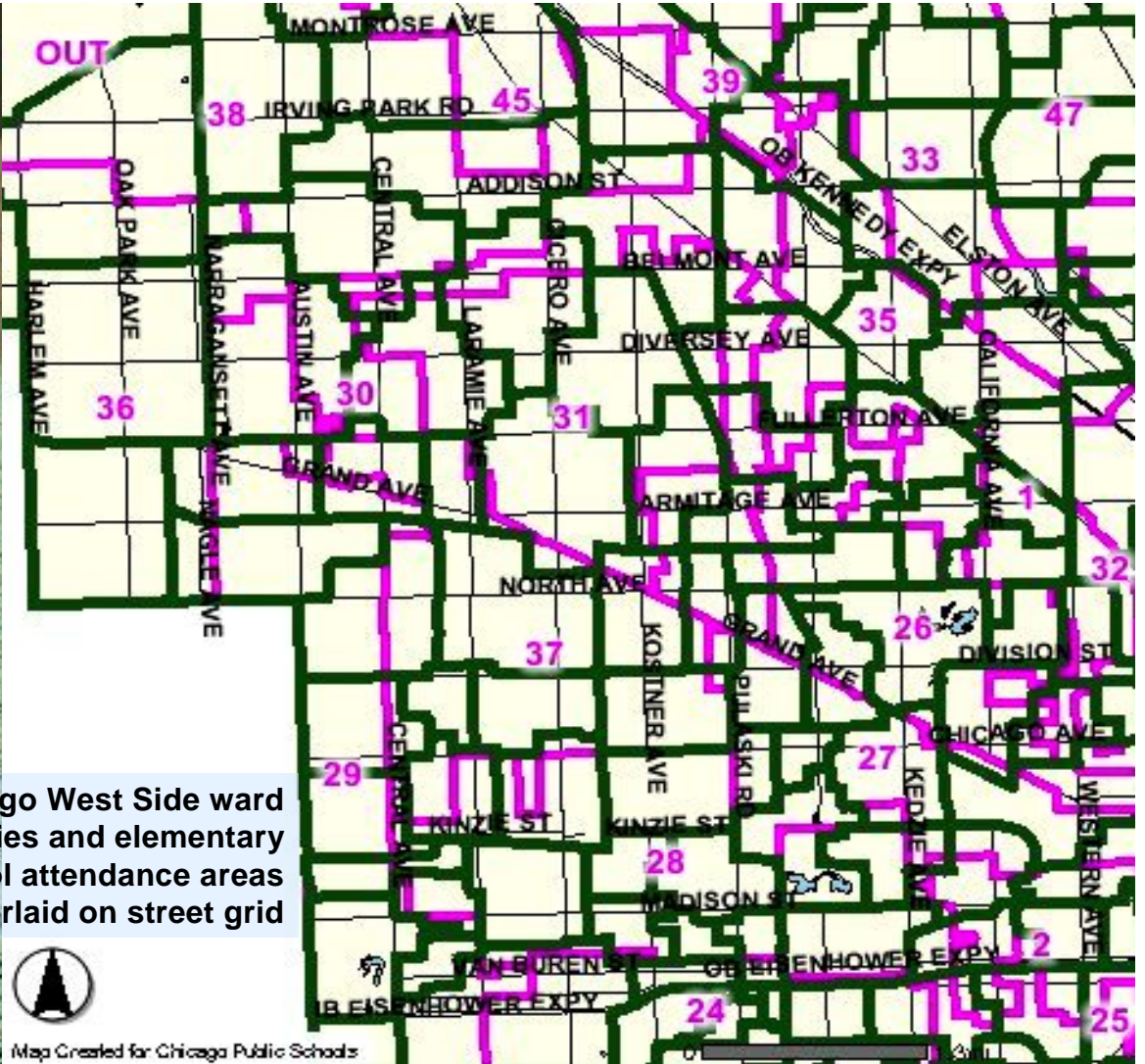


Chicago West Side ward boundaries and high school attendance areas overlaid on street grid



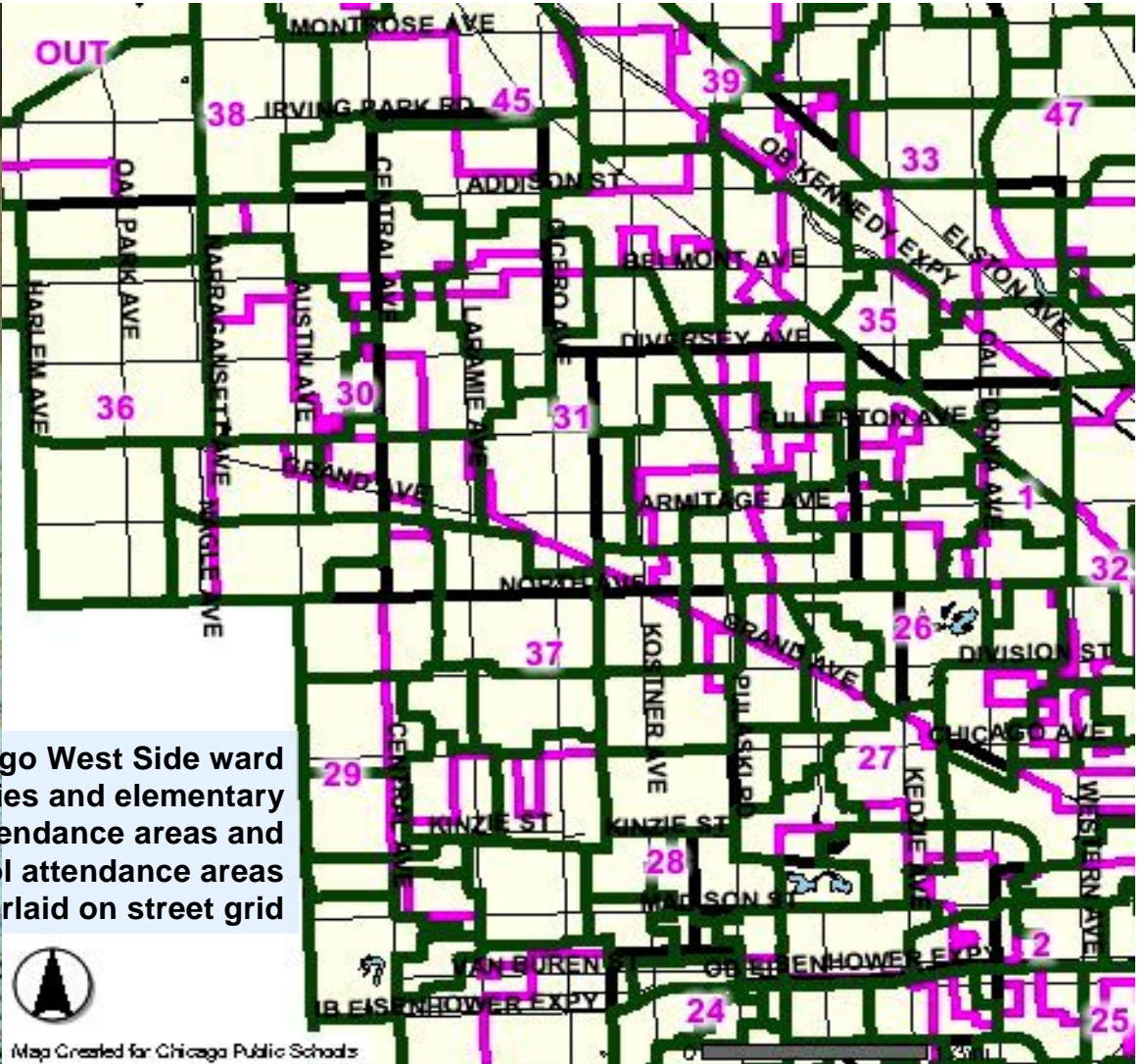


Chicago West Side ward boundaries and elementary school attendance areas overlaid on street grid





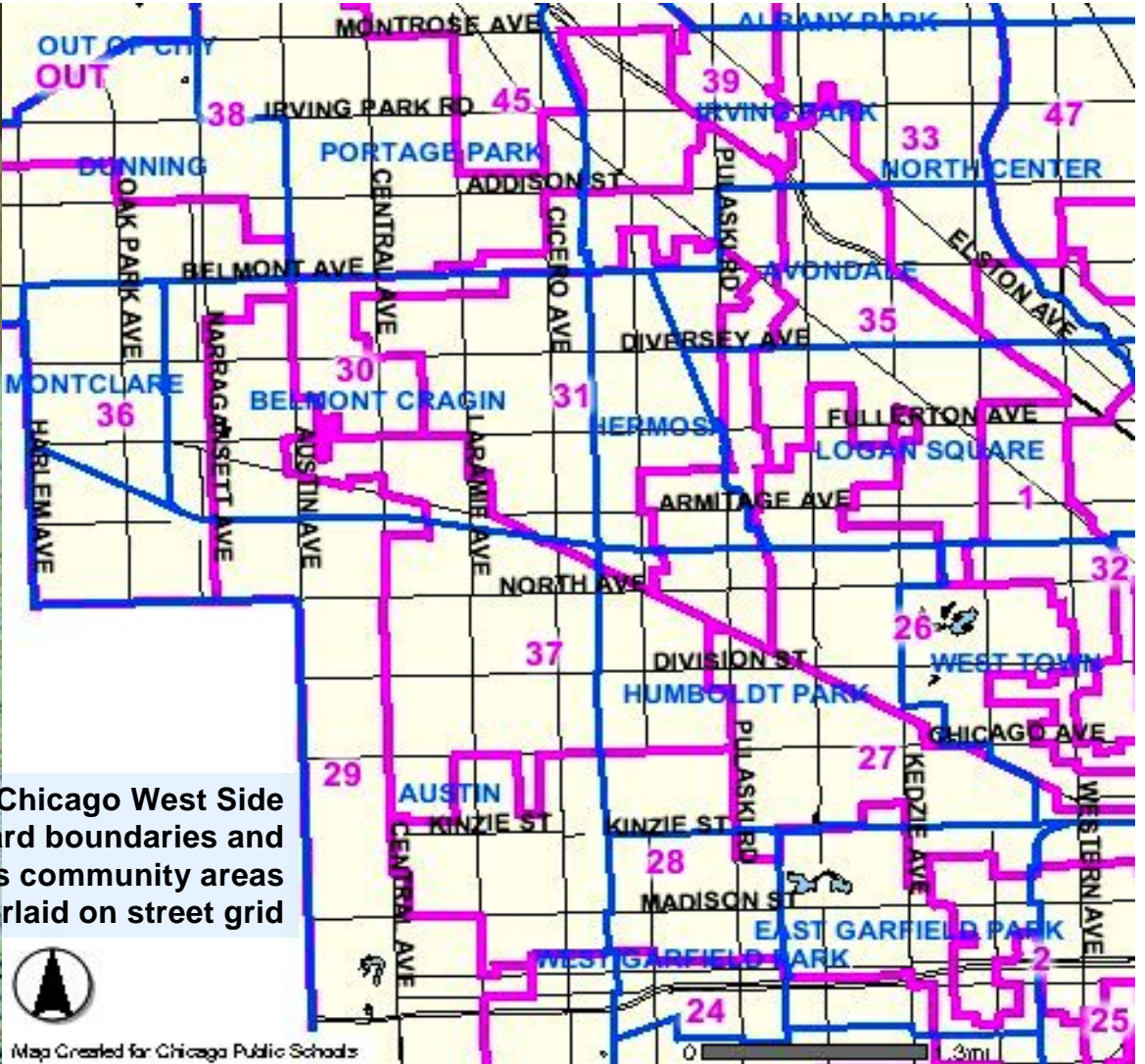
Chicago West Side ward boundaries and elementary school attendance areas and high school attendance areas overlaid on street grid





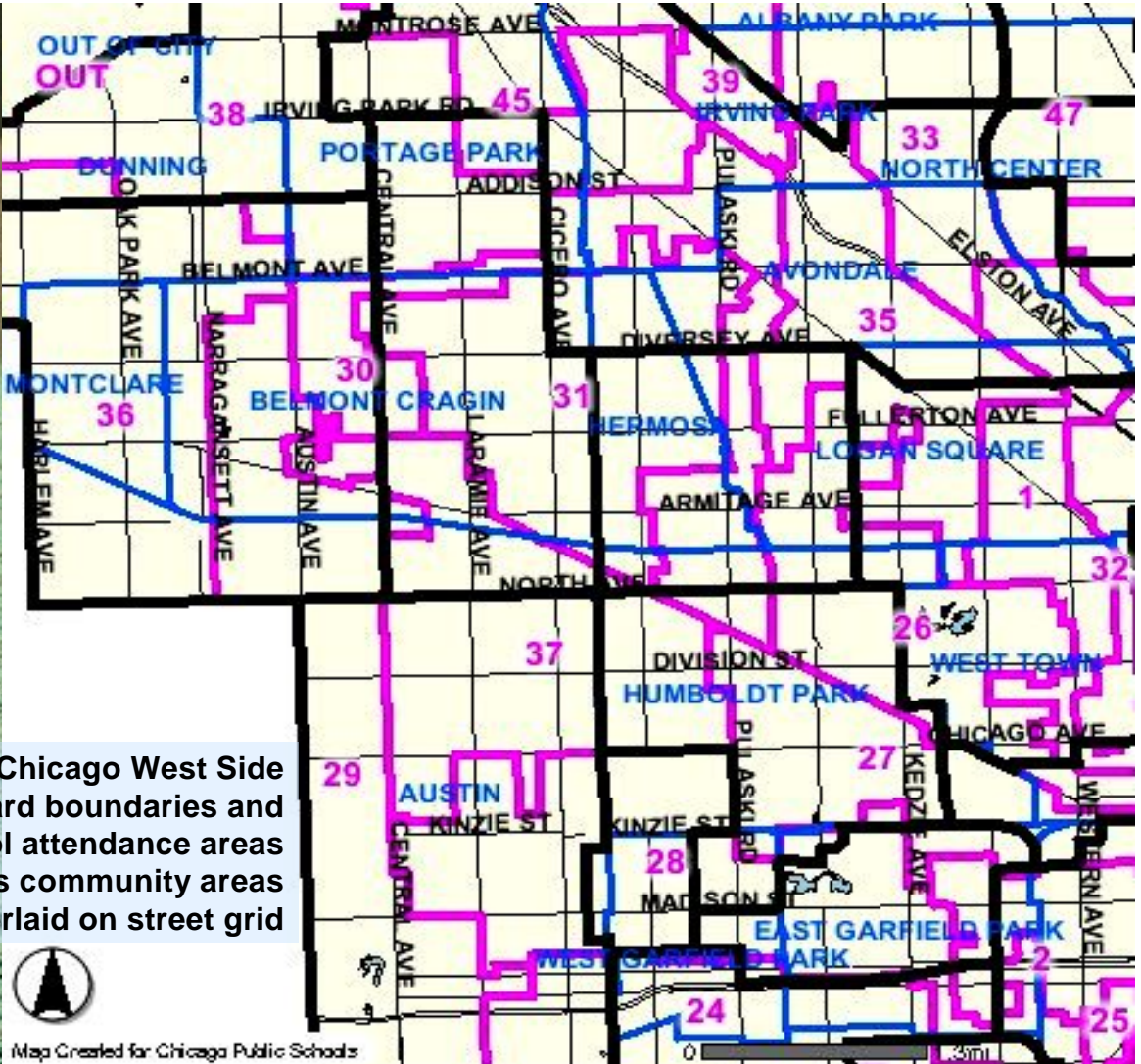


Chicago West Side ward boundaries and census community areas overlaid on street grid

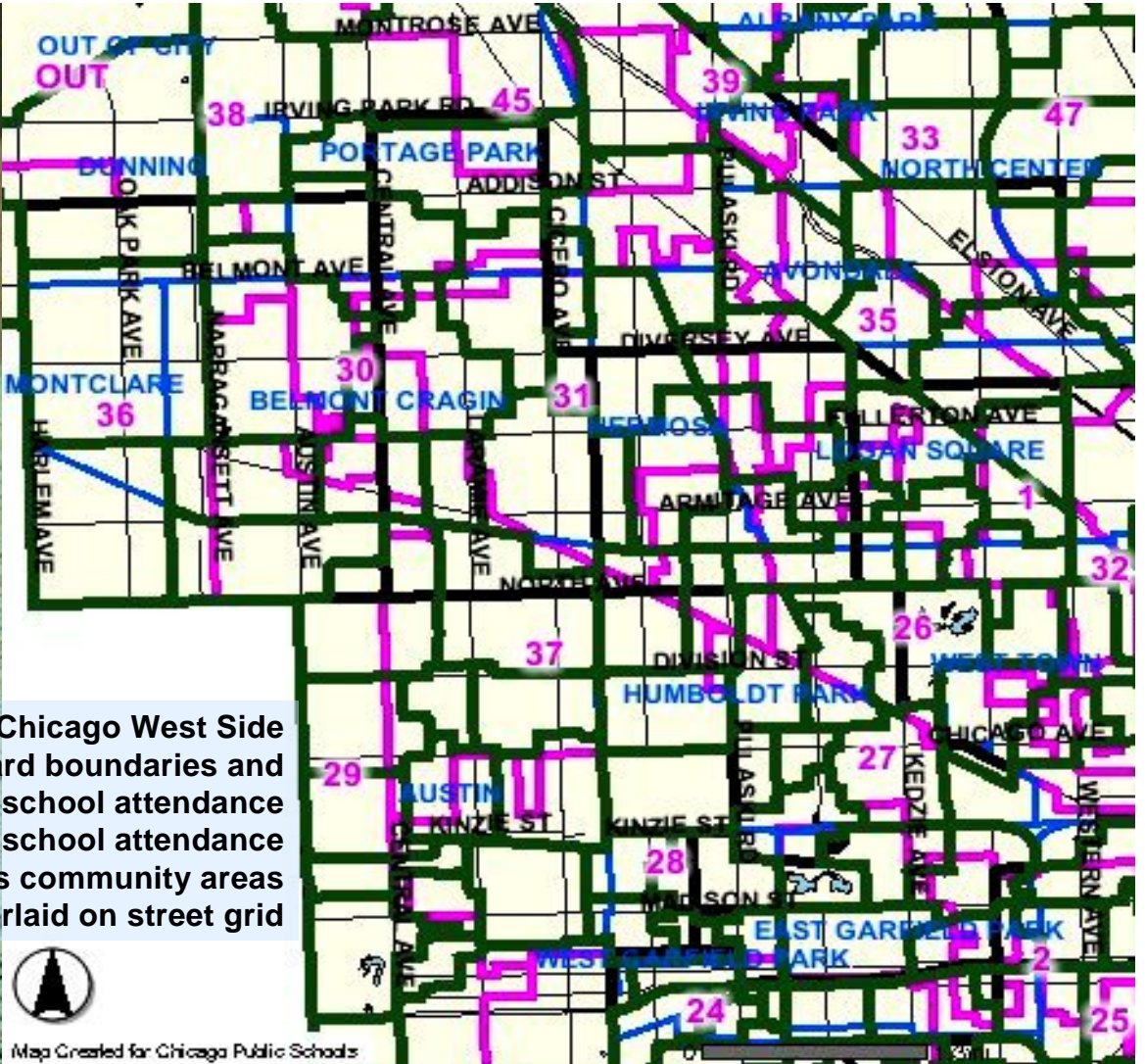


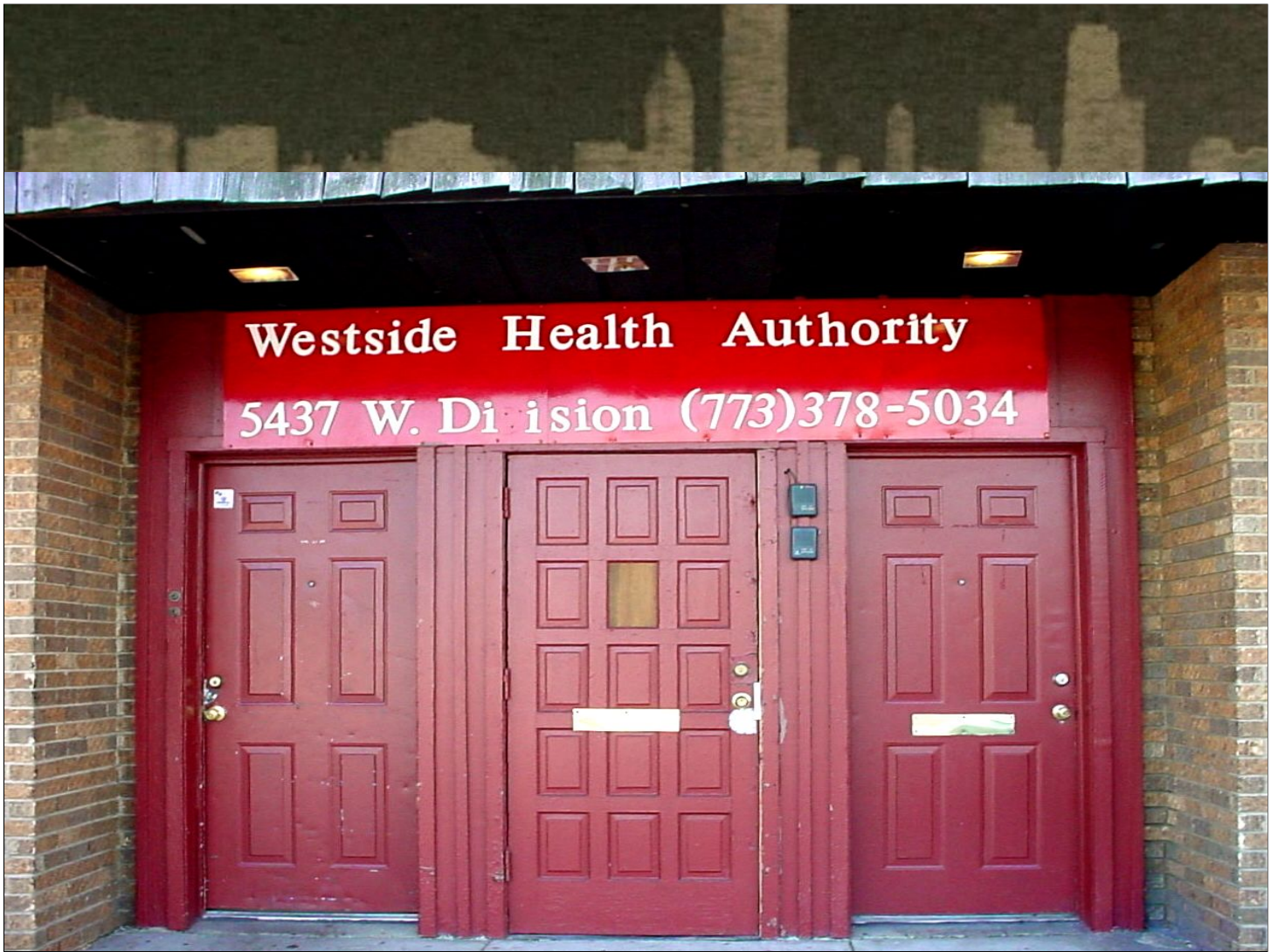


Chicago West Side ward boundaries and high school attendance areas and census community areas overlaid on street grid



Map Created for Chicago Public Schools





Westside Health Center. Division 5437W. Chicago, Illinois.



Westside Health Center. Division 5437W. Chicago, Illinois.

2007 Chicago municipal election for mayor and aldermen, election results (slide 1).

2007 Feb		2007 Feb MAYORAL			2007 Feb ALDERMANIC					2007 Apr ALDERMANIC runoff			
WARD	total registered voters	votes cast (3 runners)	votes for winner (Daley)	% total registered	votes cast	votes for winner or frontrunner	% total registered	winner or frontrunner	# runners	votes cast	votes for winner	% total registered	winner
totals ▶	1,407,979	456,765	324,519	23%	448,365	288,656	21%			95,727	54,934	16%	(average)
21	40,910	14,214	7,176	18%	14,096	6,487	16%	Brookins	5	10,555	6,418	16%	Brookins
42	39,346	12,851	11,084	28%	12,711	6,903	18%	Reilly	2				
34	39,324	12,331	6,632	17%	12,204	8,529	22%	Austin	4				
8	38,495	14,162	7,178	19%	13,943	8,446	22%	Harris	8				
6	37,791	13,173	6,370	17%	13,047	6,912	18%	Lyle	4				
41	37,283	13,928	11,516	31%	14,021	10,165	27%	Doherty	3				
19	35,232	20,997	16,547	47%	21,420	11,685	33%	Rugai	3				
18	35,124	13,309	7,638	22%	13,228	6,458	18%	Lane	5	8,967	6,050	17%	Lane
9	34,489	9,786	5,169	15%	9,686	5,603	16%	Beale	4				
32	34,393	8,078	6,516	19%	8,107	3,799	11%	Matlak	3	8,232	4,177	12%	Waguespack
2	33,992	11,171	7,764	23%	11,103	3,075	9%	Fioretti	6	9,387	6,172	18%	Fioretti
17	33,784	9,066	4,755	14%	8,937	5,948	18%	Thomas	4				
43	33,561	9,284	7,797	23%	9,307	4,474	13%	Daley	5	8,317	4,481	13%	Daley

data at <http://www.chicagoelections.com/election3.asp>

2007 Chicago municipal election for mayor and aldermen, election results (slide 2).

2007 Feb		2007 Feb MAYORAL			2007 Feb ALDERMANIC					2007 Apr ALDERMANIC runoff			
WARD	total registered voters	votes cast (3 runners)	votes for winner (Daley)	% total registered	votes cast	votes for winner or frontrunner	% total registered	winner or frontrunner	# runners	votes cast	votes for winner	% total registered	winner
totals ▶	1,407,979	456,765	324,519	23%	448,365	288,656	21%			95,727	54,934	16%	(average)
44	33,123	6,572	5,480	17%	5,824	5,824	18%	Tunney	1				
24	32,841	8,541	4,313	13%	8,421	3,053	9%	Chandler	7	6,409	3,299	10%	Dixon
7	32,571	11,976	6,456	20%	11,969	6,793	21%	Jackson	4				
45	31,237	12,988	10,926	35%	13,141	7,389	24%	Levar	4				
28	30,698	7,588	4,142	13%	7,551	4,518	15%	Smith	6				
46	30,430	11,199	8,835	29%	11,274	5,987	20%	Shiller	2				
47	29,554	9,269	7,429	25%	9,239	7,255	25%	Schulter	2				
5	29,465	9,183	4,978	17%	9,037	6,748	23%	Hairston	3				
37	29,400	7,650	4,233	14%	7,571	4,485	15%	Mitts	6				
1	28,980	5,150	3,968	14%	4,629	4,629	16%	Flores	1				
23	28,934	13,284	11,491	40%	13,375	9,479	33%	Zalewski	2				
4	28,852	10,110	5,355	19%	10,004	7,601	26%	Preckwinkle	2				
27	28,578	6,322	4,064	14%	5,502	5,502	19%	Burnett	1				

data at <http://www.chicagoelections.com/election3.asp>

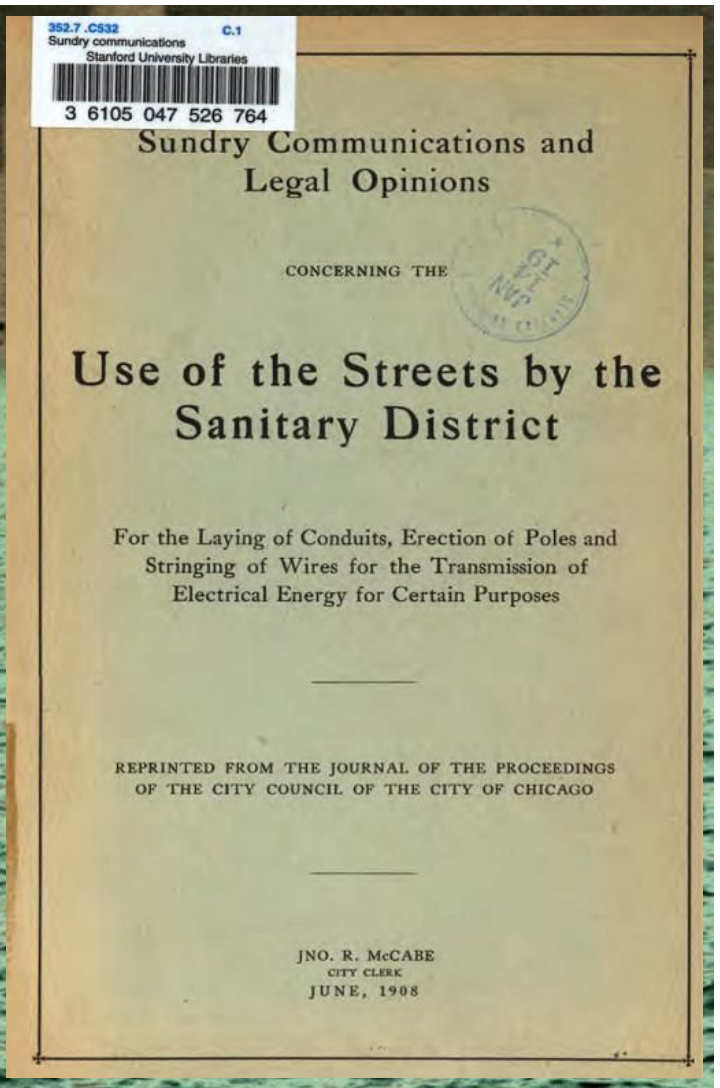
2007 Chicago municipal election for mayor and aldermen, election results (slide 3).

2007 Feb		2007 Feb MAYORAL			2007 Feb ALDERMANIC					2007 Apr ALDERMANIC runoff			
WARD	total registered voters	votes cast (3 runners)	votes for winner (Daley)	% total registered	votes cast	votes for winner or frontrunner	% total registered	winner or frontrunner	# runners	votes cast	votes for winner	% total registered	winner
totals ▶	1,407,979	456,765	324,519	23%	448,365	288,656	21%			95,727	54,934	16%	(average)
36	28,336	10,942	9,227	33%	10,914	8,315	29%	Banks	2				
48	28,170	8,216	6,372	23%	6,747	6,747	24%	Smith	1				
38	27,381	8,038	6,889	25%	7,335	7,335	27%	Allen	1				
15	26,995	6,541	3,671	14%	6,046	2,039	8%	Foulkes	11	4,632	2,790	10%	Foulkes
10	26,725	8,822	7,387	28%	8,838	6,218	23%	Pope	3				
50	24,709	10,259	8,660	35%	10,489	5,069	21%	Stone	4	11,269	5,965	24%	Stone
20	24,467	7,206	3,842	16%	7,133	4,461	18%	Cochran	3				
16	24,317	6,206	3,621	15%	6,104	2,536	10%	Thompson	6	5,271	2,977	12%	Thompson
39	24,203	7,970	6,884	28%	7,924	6,282	26%	Laurino	2				
11	23,814	9,861	9,104	38%	9,650	7,615	32%	Balcer	2				
26	23,805	5,522	4,219	18%	5,421	3,576	15%	Ocasio	4				
3	23,634	8,062	4,464	19%	8,087	3,476	15%	Tillman	5	8,360	4,513	19%	Dowell

data at <http://www.chicagoelections.com/election3.asp>

2007 Feb		2007 Feb MAYORAL			2007 Feb ALDERMANIC					2007 Apr ALDERMANIC runoff			
WARD	total registered voters	votes cast (3 runners)	votes for winner (Daley)	% total registered	votes cast	votes for winner or frontrunner	% total registered	winner or frontrunner	# runners	votes cast	votes for winner	% total registered	winner
totals ▶	1,407,979	456,765	324,519	23%	448,365	288,656	21%			95,727	54,934	16%	(average)
35	23,564	6,578	5,021	21%	6,561	3,046	13%	Colon	3	6,537	4,073	17%	Colon
29	23,239	8,642	5,578	24%	7,836	7,836	34%	Carothers	1				
40	23,040	6,275	5,082	22%	5,625	5,625	24%	O'Connor	1				
25	21,925	6,988	5,606	26%	6,854	3,522	16%	Solis	6				
49	21,710	7,382	5,040	23%	7,441	3,668	17%	Moore	4	7,791	4,019	19%	Moore
30	20,926	5,060	4,311	21%	5,014	3,514	17%	Reboyras	3				
31	20,657	5,333	4,629	22%	5,260	4,526	22%	Suarez	2				
13	19,920	11,211	10,164	51%	10,828	10,828	54%	Olivo	1				
33	17,622	5,101	4,266	24%	4,590	4,590	26%	Mell	1				
22	15,264	4,327	3,541	23%	4,339	2,466	16%	Munoz	4				
12	13,371	4,400	3,874	29%	4,379	2,592	19%	Cardenas	6				
14	11,798	5,641	5,255	45%	5,603	5,027	43%	Burke	2				

data at <http://www.chicagoelections.com/election3.asp>



McCabe, J. R. (City Clerk). Sundry Communications and Legal Opinions Concerning the Use of the Streets by the Sanitary District for the Laying of Conduits, Erection of Poles and Stringing of Wires for the Transmission of Electrical Energy for Certain Purposes. Reprinted from the Journal of the Proceedings of the City Council of the City of Chicago (1908 June).

A public domain book scanned by Google from Harvard College Library. Found at <http://books.google.com>. Please respect Google terms and conditions.

COMMUNICATION FROM HON. FRED A. BUSSE, MAYOR, TO THE
CITY COUNCIL OF THE CITY OF CHICAGO.

MAYOR'S OFFICE,
CHICAGO, June 8, 1908.

To the Honorable, the City Council:

GENTLEMEN—I transmit herewith copies of correspondence with interested departments of the City of Chicago, and copies of various legal opinions bearing upon questions at issue between the City of Chicago and the Sanitary District of Chicago, and respectfully recommend that these documents be printed in the Journal of the City Council for the information of the members of the City Council, City officials and the general public.

I take this means of putting the facts on record, because statements have been made from time to time in various newspapers and elsewhere, which might give the public the impression that the Sanitary District of Chicago is meeting with unfair treatment or discrimination at the hands of the City government in the District's efforts to sell and distribute electrical energy. Many, if not all, of the statements so made have been, I believe, misleading.

Communications from the Commissioner of Public Works and from the City Electrician transmitted herewith, will show you that the City has at all times stood ready to co-operate with the Sanitary District in its effort to distribute electrical current; that it has not discriminated against said District; that it has permitted said District to set some thirty-three miles of poles and to string nearly one hundred miles of electrical conductors without permits; and that it has tried to accommodate the District even to the point of winking at the law as construed by the City's legal advisers. In this connection, I may be pardoned for reiterating that the City government and its various departments must follow the law as construed by the City's law department until that law department's construction is proven to be wrong.

The communication from the City Electrician will further show you in detail the amount of work done by the Sanitary District in setting poles and stringing wires, and the character of such work in respect to its conformity to the ordinances and regulations of the City of Chicago, framed and enforced for the protection of life and property; and also an estimate of the amount of power which the Sanitary District has now available, and the amount which it may expect to have at some future time when the maximum flow of water is being discharged through the Drainage Canal. These estimates, I am informed, are figured on the basis usually adopted by practically all competent electrical engineers. I take the liberty of calling your attention particularly to that portion of the City Electrician's report, which shows that the Sanitary District has disregarded both the spirit and letter of the City Code in putting up electrical construction and in violation of the regulations covering electrical wiring in a manner that ought not to be permitted to any corporation, public or private.

On the question of whether the Sanitary District should be required to secure

frontage consents before setting poles and stringing wires, I submit copies of different opinions prepared at different times by three different members of law department all bearing upon this question and all in substantial agreement to the law. In this connection, I desire to make clear one point: I am informed by the law department that the Sanitary District was invited about a year ago to join in a test case that would determine this question, but failed to do so. Therefore the law department, following what it believed and still believes to be the law, advised the Commissioner of Public Works not to issue any permits to the Sanitary District to set poles and string wires without securing frontage consents, because if poles and wires were thus put into the streets under authority of the City government and damage should result from said setting of poles and stringing wires, the City of Chicago would have been liable for damages. The Commissioner of Public Works has followed this advice from the law department in declining to leave the City liable for damages by reason of the work done by the Sanitary District, but he has, as shown by his communication transmitted herewith, shut his eyes to the setting of some thirty-three miles of poles and the stringing of nearly one hundred miles of transmission wires when no complaint was made by proper owners.

The City has at no time on its own initiative stopped the setting of poles and stringing of wires by the Sanitary District. If that part of the Sanitary District work has been interrupted, the interruption has been due entirely to the action of individual citizens.

Respectfully submitted,

FRED A. BUSSE,
Mayor

COMMUNICATION FROM HON. FRED A. BUSSE, MAYOR, TO MR. WM.
CARROLL, CITY ELECTRICIAN.

CHICAGO, June 4, 1908.

Mr. William Carroll, City Electrician:

DEAR SIR: With a view to clearing up various questions that appear to be at issue between the City of Chicago and the Sanitary District of Chicago, I wish you would inform me on the following points:

Has the Sanitary District set any poles in the City of Chicago and strung overhead wires for transmission of electrical current or placed conduits for underground transmission? If so, please state the extent and location of this work, size of pole distance apart, etc., and how many wires and how much current said poles carry.

Has the Sanitary District ever applied for, received or been denied permits for placing poles, conduits, etc., in the public streets?

What voltage does the Sanitary District overhead wires carry, and how does this compare with voltage carried overhead on other wires?

What is the character of overhead construction and distributive facilities put up by the Sanitary District? Is it safe, and does it conform to City regulations imposed upon all other classes of overhead electrical transmission wires?

Has the Sanitary District ever submitted a comprehensive or co-ordinated plan or even an outline of what it desires to do in the way of setting poles, placing conduits, stringing wires, etc., for supplying electrical current to private consumers so

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that the Sanitary District and City Officials might co-operate in having said poles, etc., placed where they would be least objectionable to property owners and to the public as street obstructions?

What are other producers of electrical current permitted to do in the way of setting poles, placing conduits, stringing wires, etc., subject to ordinances and rules of the City that the Sanitary District is not permitted to do?

Yours very truly,
(Signed) FRED A. BUSSE,
Mayor.

REPORT OF MR. WILLIAM CARROLL, CITY ELECTRICIAN, TO HON. FRED A. BUSSE, MAYOR.

CHICAGO, Ill., June 5, 1908.

Hon. Fred A. Busse, Mayor:

DEAR SIR—Replying to yours of June 4th, I beg leave to state that Sanitary District has set poles in the City of Chicago and strung overhead wires for transmission of electric currents as shown by the following statement:

	Height of Poles. Feet.
Forty-eighth avenue, from West 39th street to West 41st street, east side of street	35
Forty-eighth avenue, from 12th street to Kinzie street, east side of street	40
Kinzie street, from 52nd avenue to Hamlin avenue, north and south sides of street	40
Hamlin avenue, from Kinzie street to Potomac avenue, east side of street	40
Potomac avenue, from Hamlin avenue to Kedzie avenue, south side of street	40
Alley west of Hamlin avenue, from Potomac avenue to North avenue, west side of street	40
Alley south of North avenue, from Hamlin avenue to Lowell avenue, north side of street	35
Lowell avenue, from North avenue to Wabansia avenue, west side of street	35
St. Louis avenue, from Potomac avenue to North avenue, east side of street	35
Alley east of Ballou street, from North avenue to Bloomingdale road, west side of street	35
Bloomingdale road, from Lawndale avenue to Ashland avenue, north side of street	35 and 40
Alley east of Ashland avenue, from Bloomingdale road one block south	
Twelfth street, from 53rd avenue to 42nd court, north side of street	40
Forty-fifth court, from 12th street to Fillmore street, east side of street	35
Fillmore street, from 45th court to 43rd avenue, south side of street	35
14th street, from 46th avenue to Avers avenue, south side of street	40
Avers avenue, from 14th street to 16th street, east side of street	40
Sixteenth street, from Avers avenue to Albany avenue, south side of street	40
Rockwell street, from 32nd street to 16th street, west side of street	40
25th street, from Rockwell street to 40th avenue, south side of street	40
40th avenue, from 25th street to 26th street, east side of street	40
26th street, from 40th avenue to 46th avenue, north side of street	40

Height of
Poles.
Feet.

Turner avenue, from 25th street to 30th street, east side of street	40
21st street, from Campbell avenue to Washtenaw avenue, south side of street	40
19th street, from Rockwell street to Washtenaw avenue, south side of street	40
Twenty-third street, from Rockwell street to Western avenue, south side of street	40
Western avenue, from 31st street to 43d street, west side of street	40
Western avenue, from 43d street to 103d street, west side of street	35
Forty-third street, from Western avenue to Ashland avenue, north side of street	40
Ashland avenue, from 43d street to 35th street, east and west sides of street	40 and 50
Thirty-ninth street, from Ashland avenue 1 block east	40
Thirty-seventh street, from Ashland avenue one block east	40
Total number of miles of poles	31.62
Total number of miles of wire	97.90
Approximate number of poles	1,415

They are using wooden poles, varying in length from 35 feet to 50 feet, and are set about 40 to the mile. There are in most places three wires on each pole route. The total horse power to which they have made wiring connections in the city up to May 23, 1908, including motors and 882 incandescent lamps, is 1,057 H. P. Current is distributed at a pressure of 12,000 volts. The Sanitary District has not placed any conduits in the public streets. No permits of any kind have been issued for the work they have done. Applications were made for permits to set poles which I was informed were not issued on account of the opinion of the City Law Department that the city could not legally issue such permits without the Sanitary District first obtaining the frontage consents required by law.

You ask what is the character of overhead construction and distributive facilities put up by the Sanitary District? Is it safe and does it conform to city regulations imposed upon all other classes of electrical overhead transmission wires?

The District is distributing by overhead circuits, at 12,000 volts' pressure from their terminal stations at Western avenue near 31st street, and have wired to serve 26 customers, to 15 of whom it is proposed to furnish incandescent light, and to 22 of whom it is proposed to furnish power for motors. The service is to be given to these companies through transformers, located on poles, and stepping down from 12,000 to 220 volts.

This class of service comes under the head of extra high potential systems, and according to the rules of the Department of Electricity and National Board of Fire Underwriters, the secondary wires leading from these transformers into the buildings, and throughout the buildings, should be installed under the rules for high potential systems, which rules would prohibit entirely the use of incandescent lamps.

The present method of distributing current and serving customers employed by the Sanitary Trustees is in violation of the rules of the Department of Electricity, which are a part of the City Code, and also a violation of the rules of the National Board of Fire Underwriters. All other electric light and power companies operating inside the city limits are required to comply with these rules, which were compiled and put in force to protect life and property.

I have been asked, "Is it not true that the transmission wires of private cor

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porations, even though carrying a lower voltage, are equally dangerous to life if a person comes in contact with them?" This would depend upon the manner of contact. A person might be partially insulated from the earth and come in contact with a low voltage wire with no disagreeable results, while under the same conditions, contact with a high voltage wire would destroy life. As a general proposition it can be safely said that the lower the voltage the less the danger to life and property and the higher the voltage the greater the danger. In my opinion, the present distributing system of the Sanitary District is unsafe.

On April 2 I notified the electrical engineer of the Sanitary District that my attention had been called to the fact that he was preparing to furnish current for buildings for power and incandescent lighting and called his attention to the rules referring to extra high potential systems. On April 3, I received a letter describing their system of distribution and containing the following statement:

"This arrangement we have adopted temporarily until such time as we can get some idea of the distribution of our load and can design and locate such stations at the proper points."

On May 29th I caused the chief electrical inspector of this department to notify the Sanitary Trustees that they were operating in violation of the rules and regulations of the Department of Electricity which are a part of the City Code. On June 1st Mr. Ellicott answered this notification with a letter claiming in substance that the system which he was using was practically safe and complied with the rules and stated there are "A large number of users of current furnished by our competitors where the same rule is not now and never has been observed." After careful inquiry I cannot find any place in the City of Chicago where a corporation manufacturing and distributing electricity is not complying with the rules.

I wish to state that the electrical inspectors and electrical engineers in this department, the electrical engineer of the Board of Fire Underwriters, and all other electrical engineers in the city (except the engineers of the Sanitary District) with whom I have consulted agree with me that the present method of distribution and service of the Sanitary District is unsafe to life and property.

In answer to your next question, the Sanitary District has never submitted a comprehensive or co-ordinated plan of what it desires to do in the way of setting poles, placing conduits, stringing wires, etc., for supplying electrical current to private consumers so that the Sanitary District and City Officials might co-operate in having said poles, etc., placed where they would be least objectionable to property owners and to the public as street obstructions.

You ask what are other producers of electrical current permitted to do in the way of setting poles, placing conduits, stringing wires, etc., subject to ordinances and rules of the city that the Sanitary District is not permitted to do?

Practically the only companies that set poles, string wires and place conduits in this city are the Commonwealth Edison Company, the Chicago Telephone Company and the Traction Companies.

When the Commonwealth Edison Company wishes to set poles or string wires or place conduits in the street they make written application in triplicate, addressed to the proper officers of the City of Chicago, stating what work they are required to do and giving a plan showing the proposed locations of the poles, whether in streets or alleys. This application must have the approval of the Law Department, the Engineering Department, Superintendent of Streets and the City

Electrician before the permit is issued by order of the Commissioner of Public Works and signed by the Superintendent of Streets and countersigned by the City Electrician. They pay the sum of \$2.00 for each permit so issued; 152 permits were issued during the month of May.

The applications of the Chicago Telephone Company to set poles are approved by the City Electrician, Corporation Counsel, Commissioner of Public Works, Superintendent of Streets and both aldermen of the ward in which the poles are to be located before the permit is finally issued. The ordinance does not require that these permits be sent to the aldermen of the ward, but the Telephone Company prefers to have it done in order to avoid subsequent friction.

It has been the custom for this department to maintain friendly relations with the companies maintaining poles and conduits in the City's streets. Under these relations the department gets quite a few privileges for the City in the way of help during storms when it is imperative that the City's fire alarm and police telegraph systems be kept in as good working order as possible, and under these relations the City is using 1,678 of the Commonwealth Edison Company's poles and the Commonwealth Edison Company have wires on 462 of the City's poles. The Commonwealth Edison Company is not occupying any of the City's conduits, neither is the City occupying any of the Commonwealth Edison Company's conduits. The ordinance of the Commonwealth Edison Company provides that the City shall have the use of one cross-arm on the company's poles, but in a great many places the City is using more than one cross-arm of the Company's poles without compensation.

The Sanitary District maintain about 33 miles of three-phase transmission lines, overhead, at 12,000 volts, and no underground. The Commonwealth Edison Company maintain about 17 miles of three-phase transmission lines overhead at a voltage of 5,000 and under 12,000, and about 274½ miles of underground.

The City maintains 12¼ miles of aerial three-phase transmission lines operated at 6,600 volts and 2 miles underground. Also, 4-8-10 aerial operated at 12,000 volts, and 11½ miles underground.

The voltage used on the old City lighting circuits vary from 5,000 to 11,000. The voltage on all City lighting circuits built during the years 1906 and 1907 and planned for future work is 4,250. These transmission lines are used for conveying electrical energy to sub-stations and from there distributed for street lighting. They are not used for interior lighting.

In a communication to the Finance Committee, which is printed in the Council Proceedings of June 1, 1908, on pages 437, 438, 439 and 440, I called attention to the comparatively small amount of power which the District has to sell and the large area over which it is proposed to distribute. The statement that they have about 1,500 horse power to deliver at Western avenue has been disputed and called misleading. I beg leave to state that the estimate is based on the amount of water the Government will allow the District to take from the Lake, the head at the power plant and the unavoidable losses in turbines, generators, lines and transformers. With a full flow of 600,000 cubic feet a minute in the District's Canal when the Calumet Channel is finished, the District will be able to deliver at the City Limits approximately 23,000 horse power and distribute to customers a little less than 19,000 horse power. The estimate as to this follows:

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ESTIMATED ELECTRICAL HORSE POWER TO BE DELIVERED FROM LOCKPORT WHEN THE CALUMET CHANNEL SHALL HAVE BEEN COMPLETED AND THE FULL FLOW RUNNING THROUGH THE DISTRICT CANAL—ESTIMATE BASED ON DELIVERY IN CHICAGO.

Low water Lake Michigan assumed.....	1.5 ft.
Flow through canal, 600,000 cubic feet per minute.....	600,000 cu. ft.
Elevation of water in forebay.....	7.5 ft.
Maximum elevation of water in pool at Joliet.....	36 ft.
Fall from power house to pool.....	.75 ft.
This data will make the head.....	27.75 ft.
To be liberal we will assume a head of.....	30.00 ft.
600,000 × 30 × 62.5	
= 34,091—gross horse power..... 34,091	
33,000	
Losses in water wheels deducted, 22%.....	26,591
Deduct losses in generators and step-up transformers, 5.5%, equals.....	25,128
Deduct losses in line and step-down transformers available at City limits, 8.6%, equals.....	23,017
Deduct line and transformer loss for distribution through City estimated at—	
Line and feeder, 10%.....	20,715
Transformers, 9.8%.....	18,684
Leaves power that can be delivered to consumers.....	18,684

The Calumet Channel is not yet completed. The United States Government limits the amount of water that may flow through the river now to 250,000 cubic feet per minute. This flow would develop at Lockport only 14,200 horse power. Add to this the additional power that would be furnished by the flow from the 39th street pumping station and make the necessary deductions for unavoidable losses in transmission, etc., and it will be seen that my estimate of power available at the present time and in the near future is very liberal.

Respectfully submitted,
(Signed) WILLIAM CARROLL,
City Electrician.

REPORT OF MR. WILLIAM CARROLL, CITY ELECTRICIAN, TO HON. FRANK I. BENNETT, CHAIRMAN COMMITTEE ON FINANCE.

CHICAGO, Ill., May 27, 1908.

Hon. F. I. Bennett, Chairman Finance Committee:

DEAR SIR—In response to your request for a report showing the location of conduits in which the City has vacant duct space and pole lines that might be available for the joint use of the City and Sanitary District of Chicago and any other facts bearing on the proposal of the Sanitary District to distribute their power throughout the City of Chicago for commercial power and lighting, I beg leave to submit the following facts and figures, some of which are well known but will bear repetition as they are pertinent to the question:

The City of Chicago has an area of 190.6 square miles and a population of about two and a half million people. There is in this City an available electrical

power, exclusive of the City's municipal plant and the Hydro-electric power of the Sanitary District of about 397,000 horse power. To the best of my information, the Sanitary District has about 15,000 horse power to deliver at Western avenue and 31st street, less than four per cent of the present available power. The City is now using 4,000 horse power of the Canal current for night service, and within ten days will be taking 7,000 horse power. If as much money is expended on the Municipal lighting plant during the year 1908 as was expended during 1907, the City would at the end of the year probably be taking all the power for night service that the Sanitary District could or would allow. This service is for eight hours in the summer and fourteen hours in the winter, so that practically all the power the District will have to sell will be during the daytime and the time will vary from 10 to 16 hours per day. The City may later decide to build a few supplementary electrically operated pumping stations to operate during the time of the maximum use of water, and if so will be able to take nearly all the power allowed it for twenty-four hours a day, and in that event the District would have practically no power to sell for commercial use in Chicago.

It appears to me that it would have been better policy for the District to have sold their surplus power within the limited area and give the entire population of Chicago the benefit of the profits in reduced taxes, rather than attempt to spread over the entire 194 square miles of the City to give the benefit of low prices to a comparatively few people.

The District has now set about 38 miles of pole lines and have 28 commercial installations containing 980 horse power in motors, five arc lamps and 882 incandescent lamps, a total of 1,057 horse power. The current is delivered in these places through transformers (located on poles), that step down from 12,000 to 220 volts. The installations that operate incandescent lamps under these conditions operate in violation of the Department Rules and are dangerous. A great many of these poles were set without the knowledge of this Department and the current was put into the buildings without the current permits required from other corporations and in violation of the Department Rules which were compiled by the Electrical Engineer of the Drainage Board when he was City Electrician.

During the past two years it has been the policy of this Department to reduce the pressure on the street lighting circuits and to do everything practicable to reduce the danger from electrical circuits. Also it has been the policy of the City for some time to underground wires as fast as practicable. The present policy of the Sanitary District is in direct opposition to this. The danger to life from electrical circuits should not be overlooked in a proposition of this kind. There have been over seventy persons killed in this City during the past seven years from high potential wires and apparatus, and the spreading of 12,000 volt aerial transmission lines through the City as they are being spread by the Sanitary District officials will certainly not decrease the death rate.

I may be going outside of your instructions in this communication, and if so I crave your indulgence, but I feel that this subject in all its bearings is such an important one that it should be looked at from every angle. The water will probably be flowing through the Drainage Channel for several hundred years, and it is better that the question be settled right than wrong, even though it take some time to become familiar with all the details.

The accompanying tables show approximately the electrical horsepower available in the City from all sources, the customers to whom the Sanitary District have made wiring connections up to date, the locations where the City own

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conduit systems containing more than two ducts, also the locations where the City owns one and two duct conduit systems. The large map shows the conduits containing more than two ducts and the pole lines that would be fit to carry additional high potential feed wires without being rebuilt. The two duct systems were built, for the most part, for the purpose of undergrounding the City's wires on streets to be repaved, one duct being placed for the Fire Alarm and Police systems and one duct for electric street lighting. The City has not placed the wires underground in all cases on account of lack of funds, and where the list shows vacant ducts the wires are still aerial. None of the City conduits were built for joint occupancy with other corporations, and only the systems having more than two ducts and built in recent years are fit for joint use, the manholes being too small for heavy cables. It has heretofore been the policy of the City, as it has been the policy of the other large electric corporations, to keep their underground work as much apart as practicable. Especially is this true with manholes, where joint conduit systems have been built they have been provided with separate manholes. For example, the City owns two ducts in a joint system built by the Chicago City Railway Company on Archer avenue, from State street to Ashland avenue, and each corporation having separate manholes. The City owns eight ducts in Blue Island avenue, from Harrison street to 18th street, in a joint system built by the Chicago Telephone Company, each corporation having separate manholes. I have not shown any of the two duct systems on the map, as I believe it would be poor policy to share their use with the Drainage Trustees under any circumstances.

Nearly all the City pole routes not shown on the map, which have not been rebuilt as joint lines by the Commonwealth Edison Company or the Chicago Telephone Company were built to accommodate from one to six small wires and are unfit to carry heavy feed wires and would have to be rebuilt as joint lines if used by the Sanitary District. A great many of these poles have been set on streets where the property owners and Aldermanic consent was obtained on the representation that the poles were to be used for street lighting only, and that only from one to two No. 6 wires would be maintained on them. A large part of the City's pole lines and conduit systems were built for the use of the Fire and Police Alarm systems and I try to keep the Fire and Police wires as far as possible from high potential circuits, and I would not approve any plan which provides that high potential wires should occupy the same pole lines with the Fire and Police wires on account of the danger during wind and sleet storms.

With suitable arrangements it might be advisable to allow the Sanitary District cables to be placed in some of the unoccupied ducts shown on the map, but the size and kind of cables, thickness and quality of insulation, voltage and current carried, and all other essential qualifications of the insulation, together with the work of placing and maintaining them, should be subject to the approval and supervision of the City Electrician, and the District should pay to the City its proportionate cost of the conduit used immediately upon beginning its use, and annually thereafter its proportionate cost of the maintenance of the conduit so used. The same rules should apply to the joint use of pole lines.

The small map attached shows where the Sanitary District have installed pole lines inside the City limits. The small section of the City shown in the small map, shaded in red and bounded by 22d street and Blue Island avenue on the north, the Chicago River on the south and east and Western avenue on the west, is shown merely as an indication of the area in which it might be possible to sell 15,000 electrical horse power, provided the price and continuity of service were satisfactory.

In this district I am informed that reaper works, planing mills and other manufacturing concerns use about 20,000 mechanical horse power daily. Referring to the Cannery Can Company, 225 West 45th place, near Wentworth avenue, where I understood electrical apparatus had been installed to be operated with Canal power, I find there is no record in this Department of any electrical work having been done in the building. The law directs that persons or corporations before commencing or doing any electrical construction work of any kind whatever, either installing new electrical apparatus or repairing apparatus already in use must file an application for a permit to do such work with the City Electrician and a permit be obtained. As there has been no such application filed, I take it for granted that no work has been done.

It is estimated that it would cost the District approximately \$6,000.00 to extend its service to this plant from 35th street and Centre avenue, provided permission was obtained to use the City conduit on Wentworth avenue and City pole line on 35th street, and the estimate does not include any charges for the duct in the conduit or for space on the pole lines.

As I understand the subject, it was the intent of the law requiring frontage consents to prevent just such work as the District officials have been doing and wish to continue such as setting poles and stringing wires in front of property which is not benefited in any way. For example: The poles and 12,000 volt wires placed on Western avenue, from the Canal to 87th street, do not benefit the Western avenue property owners so that they can notice it, but probably does help the town of Morgan Park and a few manufacturers east of Western avenue. This part of the subject is not appreciated by the citizen whose property is not affected, but is by the property owner in front of whose houses the poles have been set or are to be set.

Tables and maps are forwarded herewith.

Respectfully submitted,

WM. CARROLL,
City Electrician.

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REPORT OF MR. JOHN J. HANBERG, COMMISSIONER OF PUBLIC WORKS,
TO HON. FRED A. BUSSE, MAYOR.

CHICAGO, June 5, 1908.

Hon. Fred A. Busse, Mayor:

MY DEAR MR. MAYOR: In answering yours of yesterday I beg to make the following report in relation to the question asked as to what permits, if any, the Sanitary Board had for erecting poles and stringing wires in the various streets named in your communication:

The Sanitary Board have no permits for any kind of work in connection with the erection of poles or the stringing of wires in the streets and alleys of the city for the reason that the City Law Department advised this Department that there was no authority vested in the Commissioner of Public Works to issue permits for such work for the reason, first, that the State law did not permit it, and second, that there was no city ordinance permitting such erection. The Sanitary Board nevertheless have erected about thirty-three miles of lines, consisting of about 1,520 poles varying in height from forty to fifty-five feet, upon which wires are strung. The reason that these violations have been possible is due to the fact that when the Department found it could issue no permits under the law the writer upon consulting with Your Honor ascertained that it was your desire to have the city authorities co-operate to the fullest extent with the Sanitary Board, inasmuch as the City and said Board practically represented the same constituency, and not to interfere with the work of the District excepting upon complaint of property owners by themselves or through their representatives. In a number of cases such objections were made, principally on account of lack of judgment in selecting the proper places for the erection of poles. In such cases the Department was compelled to interfere, and in most cases the differences were adjusted by placing the poles either in the alley or in such places where the property owners could and would offer no objection.

Respectfully submitted,
(Signed) JOHN J. HANBERG,
Commissioner.

SUNDRY OPINIONS OF THE LAW DEPARTMENT.

IN RE RIGHT OF SANITARY DISTRICT TO LAY CONDUITS IN WESTERN AVENUE AND OTHER STREETS OF THE CITY OF CHICAGO FOR THE PURPOSE OF TRANSMITTING ELECTRICITY FROM ONE DIVISION OF ITS WORKS TO OTHER DIVISIONS THEREOF.

May 15, 1908.

John C. Williams, Esq., Attorney, Sanitary District:

DEAR SIR: Your favor of 6th inst. addressed to Mr. Emil C. Wetten, First Assistant Corporation Counsel, has been referred to me for reply.

As I understand the situation, the Sanitary District is desirous of laying a conduit in Western avenue and other streets of the city for the purpose of transmitting electricity from the sub-station of the Sanitary District at Thirty-first street and Western avenue to a new pumping station of the District to be erected at Wilmette, near the lake, and your contention is that inasmuch as this is necessary to enable the District to carry on the work which it was organized to do, the District is acting therein in its public capacity as distinguished from what has

been termed in previous opinions from this Department its private capacity, which it has been held to occupy in the supplying of electrical energy to private consumers, and that by reason of such work being public in character, as aforesaid, the District has the right to lay conduits in such streets as it may designate or select for that purpose, the only qualification being that the public use is not unnecessarily interrupted or interfered with and the property is restored to its former usefulness as soon as practicable.

In order to arrive at a proper solution of the questions involved it will be necessary to consider and determine the powers and duties of the City of Chicago and the Sanitary District, both with respect to their relations and duties to the general public and their relations and duties to each other. The only power of a municipality directly involved in the questions at issue is as to their respective rights in and to the use of the streets of the city.

The City of Chicago and the Sanitary District are separate and distinct municipal corporations and they each possess separate and distinct purposes, functions and powers.

See: *Wilson v. Board of Trustees*, 133 Ill., page 447.

Both municipalities are absolute creatures of the Legislature and can exercise such powers only as are expressly conferred or necessarily incident thereto. It is further conceded that the paramount authority over the streets of the city exists in the Legislature, and that in the absence of any constitutional prohibition the Legislature has absolute control over municipal corporations, to create, change, modify or destroy them at pleasure.

As to the City of Chicago:

The City of Chicago is a municipal corporation proper, and as organized constitutes the local government, including both territory and inhabitants, subsidiary to that of the state.

The Cities, Villages and Towns Act, the provisions of which have been adopted by the City of Chicago, and under which it is organized and exists, and particularly Clauses 7 and 9 of Article V thereof, expressly vest the City of Chicago with the care and control of its streets.

With particular reference to the question of the control of streets as between different municipalities, see *Kreigh v. City of Chicago*, 86 Ill., page 410 of opinion:

"The authority to establish and open streets and improve and keep them in repair, as the public necessities require, is vital to the well-being of municipal corporations."

It will be admitted, I take it, that the express delegation of this power with reference to streets by the Legislature to the City of Chicago charges the City with a duty in regard thereto, and the scope and limits of such duty is clearly prescribed by the provisions of the Cities and Villages Act, and that there is therefore an express delegation of power with reference to an express subject, to be exercised in a manner clearly prescribed; and that thereby the City becomes the trustee of the general public in the care and control of such streets, subject only to the continuing power of the Legislature with respect thereto.

As to the Sanitary District:

The Sanitary District was organized for a governmental purpose, but not for a purpose like to that or those of a city or ordinary municipality. In this respect the Sanitary District may be likened to a park municipality. With reference to

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the status of the Sanitary District our Supreme Court, in the case of *Wilson v. Board of Trustees*, above cited, says:

"The District was organized pursuant to an affirmative vote of the electors within its limits as a municipal corporation for sanitary purposes, entirely distinct from and independent of the government of the City of Chicago, and of that of every other municipal corporation, and it has municipal authorities of its own, elected by the electors within the district pursuant to the requirements of its charter, whose functions are in no wise connected with any other municipal government."

The acts of the Legislature under which the Sanitary District is organized and operates clearly set forth its powers, functions and duties, and it thereby becomes charged with a duty to the public to carry out the purposes for which it was organized.

Therefore, it seems clear that the two municipal corporations are each organized for separate and distinct purposes and possess separate and distinct governmental functions in their relations to the public, and that such functions are so essentially distinct and different that each may operate within its own particular field, as designated by the Legislature, without in any manner interfering or conflicting with the other. Bearing this in mind, we will now consider their respective rights in and to the streets of the city.

As above stated, the Legislature has clearly, under the Cities, Villages and Towns Act, vested the City of Chicago with an express power and duty relative to its streets, and until the contrary appears such control must be admitted to be an exclusive one. See, again, *Kreigh v. City of Chicago*, supra, wherein the Supreme Court, in referring to the question of the control of streets as between a park board and the city, page 410 of opinion, says:

"and it is never to be presumed that the Legislature, having invested them with this power, has, at the same time, authorized them to surrender it to others over whose acts they can exercise no control. It devolves on those who assert the existence of such an extraordinary authority to prove it by the clear letter of the law."

It must be remembered that the Sanitary District has been defined to be a separate and distinct municipality over the acts of which the municipality of the City of Chicago can exercise no control.

As opposed to this express delegation of power and authority by the Legislature to the City of Chicago with respect to streets I am unable to find anywhere in the act under which the Sanitary District is organized, or the acts amendatory thereof, any express delegation to it by the Legislature of any power over streets.

As I understand your position, you do not contend that the Legislature has expressly delegated to the Sanitary District any control of or right in the streets of the city, but that such right in the District exists by implication, by reason of Section 6 of your act, reading as follows:

"That the power made available by the works constructed under the provisions of this act shall be converted into electrical energy and shall be transmitted to the various cities, villages and towns within said Sanitary District, or adjacent to the main channel of said Sanitary District, and may be used in lighting of said cities, villages and towns, or parts thereof, or for the operation of pumping plants or machinery used for municipal purposes or public service, or may be disposed of to any other person or corporation upon such terms

and conditions as may be agreed to by said Sanitary District; provided, however, that it shall be the duty of said Sanitary District to utilize so much of said power as may be required for that purpose to operate the pumping stations, bridges and other machinery of said Sanitary District."

and that, owing to the fact that the duty is imposed by the Legislature upon the District "to utilize so much of said power as is required to operate its own machinery," under the rule that statutes containing grants of power are to be construed so as to include the authority to do all things necessary to accomplish the objects of the grant, the Legislature must have intended, by implication, to confer upon the District the right to occupy streets with conduits and wires necessary to transmit such electrical energy from one point of its works to another.

The act of the Legislature, as I understand it, whereby it is assumed such power is granted, is the Sanitary District Act, which was passed subsequent to the Cities, Villages and Towns Act.

In order that such power shall exist by implication it must be that the latter act relied upon to confer such power is so inconsistent with the former act that they both can not stand, and that thereby the latter act operates as a repeal of the former act in this respect.

As to repeals by implication our Supreme Court has said:

"It is the duty of the courts to construe them (statutes) so as to avoid repeal, if such a construction can be given, and a statute will never be held to be repealed by implication if it can be avoided by any reasonable hypothesis."

Village of Ridgeway v. Gallatin County, 181 Ill., page 525 of opinion, and numerous cases there cited.

It is therefore clear that the necessity which compels us to resort to the doctrine of repeal by implication is the clear inconsistency between the two acts, and I can not see wherein such clear inconsistency appears, inasmuch as the Sanitary District, as any other distinct and separate corporation, can acquire the privilege it desires by compliance with the statute and ordinances of the city relative thereto, and that thereby both acts can stand and both be enforced by the courts.

It must be conceded, I take it, that if there is any express provision in the Drainage Act whereby the District is directed to do this work in any particular manner, such direction must be observed and followed by the District in exclusion to any other, and this notwithstanding the fact that compliance with such provision may, in the judgment of the officials of the District, involve what may be considered by them useless expense and delay. This, of course, would also remove any question of a resort to repeal by implication.

Recurring to your statement and contention that the laying of this conduit is necessary in order to permit the District to carry on its work of a public character, I would respectfully refer to Section 17 of the Act, which provides:

"When it shall be necessary in making any improvement which any district is authorized by this act to make, to enter upon any public property or property held for public use, such district shall have the power so to do and may acquire the necessary right of way over such property held for public use in the same manner as is above provided for acquiring private property, and may enter upon, use, widen, deepen and improve any navigable or other ways, waterways, canal or lake; provided, the public use thereof shall not be unnecessarily inter-

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rupted or interfered with, and that the same shall be restored to its former usefulness as soon as practicable; * * *

It appears to me that Section 17 covers and applies to the situation now before us, and if so it is well settled that when a municipal corporation is vested with a certain power or authority, and the mode for the exercise of such power or authority is prescribed, such mode so prescribed must be followed to the exclusion of any other.

It further follows, therefore, that the Sanitary District, being a municipal corporation, and the mode in which it shall exercise its powers being expressly prescribed, such mode must be followed by it, and that the City of Chicago, being also a municipal corporation, the same rule would apply to it, and following this rule to its logical sequence it must be clear that in the event of there being no power conferred upon the City of Chicago to permit the use in question—and I can find none—the City of Chicago has no right to grant to the Sanitary District the privilege to occupy the streets in question except upon compliance by the Sanitary District with the provisions of the Cities, Villages and Towns Act and the Sanitary Act relative thereto.

It may be suggested that the City of Chicago should grant this privilege upon a consideration of public convenience, but with reference thereto it has been well said by our Supreme Court, in the Kreigh case above referred to, page 407 of opinion.

“A municipality can not by its acts alone invest itself with a power not conferred or divest itself of a power which the charter confers.”

I am therefore constrained to express myself of the opinion that the city has no right to grant to the Sanitary District the use of the streets requested in your letter, except upon compliance with the conditions above set forth.

Yours respectfully,

(Signed) OSCAR H. OLSEN,
Assistant Corporation Counsel.

Approved:

(Signed) EMIL C. WETTEN,
First Assistant Corporation Counsel.

IN RE SANITARY DISTRICT—FURNISHING ELECTRICAL ENERGY TO CITY.

June 1, 1907.

Hon. John J. Hanberg, Commissioner of Public Works:

DEAR SIR—In the matter of the application of the Sanitary District of Chicago to erect poles and wires upon certain streets named in said application, for the purpose of transmitting electrical energy to the villages of Evergreen Park, Morgan Park and Blue Island, I beg to advise you that I do not consider the application in legal form, and you are therefore not justified in granting the permit.

The Revised Municipal Code provides (Section 2166):

“No person or corporation shall erect, construct, maintain or use any pole, line or wire, or electric conductor of any description whatever, within the city, without first having obtained a permit therefor under a valid and existing ordinance, from the Commissioner of Public Works, which permit shall be counter-

signed by the City Electrician, under a penalty of one hundred dollars for each and every offense; and each and every day any such telegraph pole, line or wire, or electric conductor, shall be maintained or used after the first conviction shall constitute a new and separate offense.”

No such “valid and existing ordinance” has been passed, and neither can it be passed except by a full and complete compliance with Section 186, Chapter 24, Cities and Villages Act (Starr & Curtis Revised Statutes), which provides:

“That the City Council in cities, or the President and Board of Trustees in villages and incorporated towns, shall have no power to pass an ordinance granting to any person or corporation the right or privilege to lay any gas pipes for the distribution of inflammable gas for fuel or lighting purposes, or to pass an ordinance granting to any person or corporation the right or privilege to lay in or on the ground, or string on poles any wires on, over or by which electricity for lighting purposes is to be used, conveyed or distributed in any street, alley or public grounds in any such city, village or incorporated town, except upon the petition of the owner of the land representing more than one-half of the frontage on the street or alley, or so much thereof as is sought to be used for the purposes above mentioned, or any or either of them, and when the street or alley, or part thereof sought to be used shall be more than one mile in length, no right or privilege to lay pipes, or lay or string wires for lighting purposes, shall be granted, unless a petition therefor shall be presented to the City Council of the city . . . in which such right or privilege is sought, signed by the owners of the land representing more than one-half of the frontage of each mile, and of the fraction of a mile, if any, in excess of the whole mile, measuring from the initial point named in such petition of such street or alley, or of the part thereof sought to be used for the purposes above mentioned, or either of them.”

You will therefore note that it is impossible for you to issue a permit unless a “valid and existing ordinance” has been passed by the City Council authorizing the location of the poles, and further, that the City Council is without authority to pass such an ordinance without a petition, attached to the application for such ordinance, of the owner of the land representing more than one-half of the frontage on the street or alley upon which the poles are to be placed.

In this connection I am advised, however, that the Sanitary District contends that, in view of the fact that they are a municipal corporation, the provisions of said Clause 186, Chapter 24, do not apply to them and that they are entitled to the permit without the passage of the ordinance. If they are entitled to the permit without the ordinance, they are undoubtedly entitled to proceed without the permit. But I am positive that in this contention they are in error.

Section 63, Chapter 24, Clause 90, Cities and Villages Act, grants to the City Council the power to regulate the use of the streets, which would seem on its face to give the City Council full and complete power to provide by ordinance for the use of the public streets in any manner they saw fit, provided there was not an abuse of that power, and provided, further, that the grant of such use did not deprive the inhabitants of the city of the right of free passage over, upon and across such streets. But our Supreme Court has held that Paragraph 9, granting to the City Council the right to regulate the use of the streets, has had a definite limitation placed upon it by Clause 90 of Section 63, Chapter 24, which reads as follows:

“The City Council or Board of Trustees shall have no power to grant the

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use of or the right to lay down any railroad tracks in any street of the city to any steam, dummy, electric, cable, horse or other railroad company, whether the same shall be incorporated under any general or special law of the State now or hereafter in force except upon the petition of the owners of the land representing more than one-half of the frontage of the street or so much thereof as is sought to be used for railroad purposes." (Chicago Dock and Canal Co. v. Garrity, 115 Ill., 155.)

The Sanitary District, when engaging in the business of selling superfluous electricity, must be held to be acting as a private corporation, and not as a municipal corporation, on the same principle as the City of Chicago when engaging in the business of supplying water to its inhabitants. Being engaged in a private business, the fact that they are a municipal corporation does not give them any greater or better rights than if they were a private corporation, and if it should be held that the Sanitary District has a right to place poles upon and along the public streets of the City of Chicago, under a permit which is not authorized by a "valid and existing ordinance" passed by the City Council in accordance with Section 186, Chapter 24, Cities and Villages Act, then the Sanitary District would have a perfect right to build a steam, dummy, electric, cable, horse or other railroad upon the streets of Chicago under a like permit, and without securing the necessary frontage consents as provided in Clause 90, Section 63, Chapter 24, Cities and Villages Act, in order to sell the superfluous stone which is located along their right-of-way and which is not necessary in order to operate and maintain the canal, and be able to deliver that stone to their customers within the city limits of Chicago, or, perchance, to some suburban town beyond the limits of the City of Chicago.

I do not think the Sanitary District will contend for a single moment that they would have the right to build such a railroad, even if the Legislature had passed an enabling statute; and yet Clause 90, Paragraph 63 of Chapter 24 and Paragraph 186 of Chapter 24 are framed along identical lines and absolutely prohibit the City Council from passing the necessary ordinance until they have the frontage consents—the only difference being that in Paragraph 186, relative to electric light poles, it specifically provides that the owner of any lot fronting on any street or alley may enjoin a person or corporation from using such street or alley unless proper frontage consents have been secured.

I am not now prepared to agree with the contention of the District that, because the statute empowering the Sanitary District to develop electrical energy authorized that it "shall" be transmitted to the various cities, it meant to give to the District carte blanche authority to violate any and all existing statutes in order to transmit their electrical power with as little trouble and expense as possible.

I do not think that Section 186 has been repealed by implication, because it is not inconsistent with the act authorizing the District to sell their superfluous electrical energy, and both might well stand without any great harm or injury coming to the Sanitary District.

Repeals of statutes by implication are not favored by law, and a later statute will never be held to operate as a repeal of an earlier statute unless the two are so inconsistent or repugnant that they cannot be reconciled, and it becomes the duty of the courts to so construe them as to avoid such repeal by implication in all cases, if such a construction can be reasonably adopted. (Hunt v. Chicago Horse & Dummy Railway, 121 Ill. 638.)

I am therefore forced to conclude that if the Sanitary District has the power

they contend for under the statute, they do not require a permit of any kind from the city, but if they do require such a permit, then the City of Chicago has "no power" to grant such a permit without a "valid and existing ordinance" passed on the petition of the owner of the land representing more than one-half of the frontage on the street or alley or so much thereof as is sought to be used for the purposes above referred to.

With sincere regards I am,

Yours very truly,

EMIL C. WETTEN,

Approved: GEORGE W. MILLER, Assistant Corporation Counsel.
First Assistant Corporation Counsel.

IN RE SANITARY DISTRICT—FURNISHING ELECTRICAL ENERGY TO CITIES, TOWNS, ETC.

August 6, 1907.

Hon. John J. Hanberg, Commissioner of Public Works:

DEAR SIR—Under date of May 13th last there was presented to you an application by the Sanitary District of Chicago to erect poles and string wires thereon on certain main streets in the City of Chicago for the purpose of furnishing electrical energy to the villages of Evergreen Park, Morgan Park and Blue Island.

Section 1 of an act entitled "An Act to regulate and prescribe the conditions for the granting of rights and privileges for lighting and heating purposes by cities, villages and incorporated towns, and providing a remedy by the property owner where such conditions have not been complied with," approved June 5, 1897, and in force July 1, 1897 (Starr & Curtis' Revised Statutes, Vol. 4, p. 218), provides in part as follows:

"The City Council in cities . . . shall have no power to pass an ordinance granting to any person or corporation . . . the right or privilege to . . . string on poles any wires on, over, or by which electricity for lighting purposes is to be used, conveyed or distributed in any street, alley or public grounds in any such city . . . except upon the petition of the owner of the land representing more than one-half of the frontage on the street or alley or so much thereof as is sought to be used for the purposes above mentioned. . . . Any person being the owner of or being interested in any lot fronting on any street or alley or part thereof as is sought to be used for any or either of such purposes, shall have the right, by bill in chancery, in his or their own name, to enjoin any person or corporation using such street or alley or part of street or alley for either of such purposes under any grant by the City Council . . . which is not made in conformity with the provisions hereof, and the sufficiency of the petition herein required shall be ascertained by the court in which such bill in chancery may be filed."

No petition of consenting property owners, as required by the section thus quoted, has been obtained; nor has the City Council attempted, by ordinance, to authorize the Sanitary District of Chicago to erect poles and string wires in the streets included in the application for a permit.

The question raised by the application for the permit is, whether the act of 1897 applies to the Sanitary District of Chicago, for if it does, it follows from the

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statement previously made that the City has no authority to grant the permit requested, nor has the Sanitary District any right to erect poles and string wires thereon in the streets enumerated.

This same question arose under an application heretofore made for such a permit, and under date of November 1st last Mr. William D. Barge of this Department rendered an opinion to the then Commissioner of Public Works advising him that the frontage act in question applied to this case and that he had no authority to issue the permit applied for. Under date of the 26th of that month Mr. James Hamilton Lewis, then Corporation Counsel, reviewed the question, and in an opinion addressed to the then Commissioner of Public Works expressed a contrary conclusion to the one announced by Mr. Barge.

Upon the receipt of this present application the question was investigated by Mr. Emil C. Wetten of this Department, and in an opinion of some length he agreed with the conclusions announced by Mr. Barge. It appears also that the Sanitary District invited an opinion from Mr. P. C. Haley, a distinguished member of this bar, upon this same subject, and upon a line of reasoning different than that adopted by Colonel Lewis he reached the opinion that the frontage act of 1897 did not apply, and that under the statute authorizing the Sanitary District to dispose of its surplus electrical energy, it had the right, even without securing a permit from the City, to erect poles and string wires thereon in the public streets of Chicago.

With this contrariness of opinion upon the question, I have, personally, examined the statutes involved and authorities throwing light upon the question itself, and beg to announce to you my conclusions:

Section 5 of "An Act in relation to the Sanitary District of Chicago to enlarge the corporate limits of said District and to provide for the navigation of the channels created by such District, and to construct dams, water wheels and other channels necessary to develop and render available the power arising from the water passing through its channels and to levy taxes therefor," approved March 14, 1903, in force July 1, 1903 (Hurd's Rev. Stat., 1905, p. 371), reads in part as follows:

"The said Sanitary District of Chicago is hereby authorized to construct all such dams as may be necessary or appropriate to develop and render available the power arising from the water passing through its main channel and any auxiliary channels now or hereafter constructed by said District."

Section 6 of the same act provides in part as follows:

"The power made available by the works constructed under the provisions of this act shall be converted into electrical energy and shall be transmitted to the various cities, villages and towns within said Sanitary District or adjacent to the main channel of said Sanitary District, and may be used in the lighting of said cities, villages and towns or parts thereof, or for the operation of pumping plants or machinery used for municipal purposes or for public service, or may be disposed of to any other person or corporation upon such terms and conditions as may be agreed to by the Sanitary District."

In connection with the sections of the Statutes quoted supra, attention should be called to Article V of the Cities and Villages Act (Chapter 24) dealing with the powers of City Councils, and, particularly, to Clauses 9 and 10 of Section 1 of that article (Starr & Curtis, Vol. 1, p. 694). In speaking of the power and control of cities through City Councils over public streets, Clause 9 provides: "To regulate

the use of same," and Clause 10, "To prevent and remove encroachments or obstructions upon the same."

The Sanitary District of Chicago is a municipal corporation. (Reddick v. The People, 82 Ill. App., 85.) As such its powers may be divided into two classes: (1) those which are governmental or political; and (2) those which may be described as proprietary or private.

In the exercise of the latter class of powers, it stands precisely as an individual or a private corporation, and has to be governed and controlled accordingly.

Dillon, in his work on Municipal Corporations (Vol. 1, Section 66) makes this division of power, and speaking of such corporations acting in their proprietary or private character, says:

" and as to such powers, and to property acquired thereunder, and contracts made with reference thereto, the corporation is to be regarded *quo ad hoc* as a private corporation, or at least not public in the sense that the power of the Legislature over it or the rights represented by it is omnipotent."

The same author in the next succeeding section says:

"This division of the powers of a municipal corporation into two classes, one public and the other private, has been before alluded to, and is well established."

A leading case on this subject is *Bailey vs. The Mayor, etc.*, 3 Hill 531, where the City of New York under acts of the New York Legislature and ordinances of the City erected a dam in connection with its efforts to supply the city with pure water, and where, by reason of the negligence in the erection of the dam, damages resulted to the property of a citizen. The Court, in a suit brought to recover the damages, had occasion to mark the distinction between these two classes of powers, and in the course of its opinion said (539):

"To this end regard should be had, not so much to the nature and character of the various powers conferred, as to the object and purpose of the Legislature in conferring them. If granted for public purposes exclusively, they belong to the corporate body in its public, political or municipal character. But if the grant was for purposes of private advantage and emolument, though the public may derive a common benefit therefrom, the corporation, *quo ad hoc*, is to be regarded as a private company. It stands on the same footing as would any individual or body of persons upon whom the like special franchises had been conferred."

It was held that the construction of the dam by the City in the course of its efforts to create a system of water works which would supply the inhabitants of the city with water was done, not in the exercise of its governmental powers, but in its private or proprietary capacity, and that it was therefore liable in damages.

The same doctrine is applied to the City of Philadelphia in *re Western Savings Fund Society vs. City of Philadelphia*, 31 Pa. 185, in connection with the manufacture and sale of gas. The Supreme Court of Georgia recognized and applied the same doctrine in the *City of Augusta vs. Hudson*, 88 Ga. 509, where the City controlled a bridge constructed across the Savannah River and collected toll from those using the bridge. The suit was one for damages brought by reason of injuries

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received by Hudson in crossing the bridge. A single sentence may be taken from the opinion (805):

"So far as keeping and maintaining this bridge for gain is concerned, this corporation entered the State of South Carolina to engage in a private business and enjoy the profits thereof."

See also,

Bullmaster vs. City of St. Joseph, 70 Mo. App. 60.

Bodge vs. Philadelphia, 167 Pa. St., 492.

In this latter case it was held that the Electrical Bureau of the City of Philadelphia was controlled and operated by the City, not in its governmental capacity, but, in its private capacity, and it was pointed out that it derived a revenue from this source which went into the City Treasury.

An examination of the statute under which the Sanitary District is authorized to dispose of its surplus electrical energy will disclose that it may furnish this electrical energy to cities, villages, towns, or to any individual or private corporation "upon such terms and conditions as may be agreed to by the said Sanitary District."

It is thus plain that the District may prescribe terms and conditions under which its surplus electrical energy will be furnished, and so far as individuals and private corporations, at least, are concerned, may stipulate the price, the manifest purpose of the act being to save this available water power and convert it into a thing of value by vesting in the District power by the construction of dams, to generate, not only such electrical energy as may be needed by the District in carrying out the purposes of its creation, but a surplus which might be a source of revenue to the District just as the water works of Chicago afford a source of revenue to this City. This grant of power, in so far as it relates to the municipal corporation known as the Sanitary District of Chicago, of necessity must be held to be of private advantage and emolument; and if it be replied that this source of income is also of benefit to the public at large included within the territory comprising the District, it may be answered in the language of the Bailey case, supra, that "if the grant was for purposes of private advantages and emolument, though the public may derive a common benefit therefrom, the corporation *quo ad hoc* is to be regarded as a private company."

I am of the opinion, therefore, that in the exercise of this power to the District to generate electrical energy and to furnish the same to cities and villages, persons or private corporations, the District does not act in its governmental capacity, but in its private or proprietary capacity, and that it must be treated precisely the same as would any private corporation applying for a permit to erect poles and string wires thereon in the streets in question.

It has been argued on behalf of the District that the State, through the Legislature, may control the public highways, and that although by act of the Legislature control of the streets of the city may have been vested in the city, yet, power remains in the State through its Legislature to repossess itself of that control; that where the State by act of its Legislature has granted a power or charged a corporation with the performance of a duty, there follows by implication the right to do all things necessary to exercise that power or to discharge the duty; and the argument is that the Legislature, by the act of 1903, above referred to, not only authorized, but made it the duty of the District to both generate electrical energy and to supply its surplus to cities, villages, towns and other persons and

corporations, from which it is insisted there followed by necessary implication the right to do all things necessary to carry out that power and discharge that duty; and upon this line of reasoning, it is insisted that it was the intention of the Legislature that the frontage act and the provisions of the City Charter giving to the City of Chicago the control over its public streets, must be held not to apply to the Sanitary District in this particular instance, but that it must be held to have the right, without procuring frontage consents, and although a permit is here applied for, the position is taken, without a permit to erect poles and string wires thereon in the City's public streets.

In this connection Sections 5 and 6 of the act of 1903 in question may be examined for the purpose of ascertaining whether the provisions in question are mandatory or permissive. In construing these two sections they are to be read as a whole and so construed that effect is to be given to all their provisions. It will be noted that by Section 5 the District is authorized to construct dams, etc. This is not the language of a command, but rather is a vesting of authority, a grant of power. In Section 6 the provision is that the power "shall be converted into electrical energy, and shall be transmitted to the various cities," etc. There then follows the enumeration of cities, villages, towns or parts thereof and other persons or corporations as the classification of those to whom the surplus electrical energy may be furnished.

An examination of this section will disclose, first, that while the word "shall" is used both in connection with converting the power into electrical energy and the provision as to its being transmitted, the transmitting of the power must depend, first, upon whether there is a city, village, town or other person or corporation desiring to take and use the energy in question; and second, whether the terms will be agreed to by the Sanitary District. If it be assumed that the Legislature by the use of the word "shall" in the fore part of Section 6 intended to make it mandatory on the Sanitary District to furnish this energy, it is impossible to understand why the Legislature would vest in the District power to control absolutely the terms upon which the electrical energy should be furnished, and thus by stipulating unreasonable terms nullify the previous provisions of the section.

It is a familiar rule of construction that the words "may" and "shall" are often used in statutes interchangeably, and that where it seems necessary, in order to give effect to all of the provisions of the sections, the word "may" will be construed to mean "shall" or the word "shall" will be construed to mean "may."

Reading these two sections as a whole, I am of the opinion that it was the intention of the Legislature to vest in the District authority to generate and transmit this surplus energy, and that it was not intended that the language of Section 6 should be mandatory, and so construing these sections the word "shall" should be construed to mean "may." If I am right in this construction of these sections, it to a very considerable extent destroys the force of the argument heretofore suggested as having been made on behalf of the District concerning the implied powers growing out of the language of these sections.

Furthermore, these two sections of the statute must be read in connection with the two clauses quoted from the Cities and Villages Act and with the Frontage act of 1897. It is perfectly manifest from a reading of the Cities and Villages Act that it was the intention of the Legislature to give to the City Council of cities adopting that act control of their public streets, subject, of course, to such legislation as might from time to time be enacted to limit that right.

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The frontage act of 1897 is a limitation upon the power of the City Council over its public streets, and that limitation is in behalf of the owners of abutting property. An examination of the act of 1897 will disclose that it was the intention of the Legislature to vest in the owners of abutting property power to determine whether the City Council might by ordinance authorize the use of public streets for certain enumerated purposes, one of which was the erection of poles and stringing of electric wires thereon. Believing as I do that the Sanitary District in the generation and transmission of its surplus electrical energy must be treated as a private corporation, there appears to be no reason why it should not be held to come within the provisions of the frontage act referred to, unless it is to be held that in so far as the District is concerned, the frontage act has been repealed by Sections 5 and 6 of the act of 1903.

There is no express repeal of it—in fact, the act of 1903 makes no mention of the frontage act. Therefore, if the act of 1903 operates to repeal the act of 1897, it must be by implication. Repeals by implication are not favored in the law. Our Supreme Court said in *Village of Hyde Park v. Cemetery Association*, 119 Ill. 145, 147:

"In the construction of statutes it is a rule of law well settled that a repeal by implication is not favored, and where two acts are seemingly repugnant, they should, if possible, be so construed that the latter may not operate as a repeal of the former by implication."

Again, in *Village of Ridgeway v. Gallatin County*, 181 Ill. 521, 525, the Court said:

"A repeal of the act of 1872 can only result on account of such inconsistency between the two acts that they cannot both stand. Such a repeal is not favored in the law, and a later statute will never be held to repeal an earlier one, unless they cannot be reconciled. It is the duty of the Court to construe them so as to avoid repeal, if such a construction can be given, and a statute will never be held to be repealed by implication if it can be avoided by any reasonable hypothesis."

Under this familiar rule of construction it becomes necessary to so read the frontage act of 1897 and the act of 1903 as to reconcile them, if indeed there be any inconsistency between their provisions. There is no difficulty in holding that, although authorized by the act of 1903 to generate and transmit electrical energy, yet, when in its private capacity the Sanitary District embarks in an enterprise as a private corporation, it must submit to being governed and controlled by the same laws which under similar conditions govern and control other private corporations.

No ordinance has been passed by the City Council authorizing the use of the streets in question by the Sanitary District for the erection of poles and stringing of wires. Section 2166 of the city ordinances (Revised Municipal Code of 1905) provides that—

"No person or corporation shall erect, construct, maintain or use any pole, line or wire, or electric conductor of any description whatever within the city without first having obtained a permit therefor, under a valid and existing ordinance, from the Commissioner of Public Works"

You will note that your right to issue a permit for such a purpose depends upon the existence of a valid and existing ordinance. There is no such ordinance, hence, no right to issue such a permit.

From these conclusions, it follows, I am of the opinion, that you have no right to issue the permit in question, and I so advise you.

Respectfully submitted,

(Signed) GEORGE W. MILLER,

First Assistant Corporation Counsel.

IN RE STATUS OF SANITARY DISTRICT IN SALE OF POWER TO MUNICIPALITIES DRAINED BY DISTRICT—AMOUNT TO BE CHARGED THEREFOR, ETC.

CHICAGO, May 22, 1908.

Hon. Frank I. Bennett, Chairman Committee on Finance:

DEAR SIR—In replying to your favor of 5th inst., addressed to Hon. Edward J. Brundage, Corporation Counsel, wherein you ask for an opinion upon various questions relative to the sale of power by Sanitary District, I will take up the questions separately.

First—As to an interpretation of the law covering the sale of power to municipalities drained by the District, in relation to the amounts to be charged said municipalities.

This subject is covered by Section 6 of the Sanitary District Act of 1903, reading as follows:

"That the power made available by the works constructed under the provisions of this act shall be converted into electrical energy, and shall be transmitted to the various cities, villages and towns within said Sanitary District or adjacent to the main channel of said Sanitary District, and may be used in the lighting of said cities, villages and towns, or parts thereof, or for the operation of pumping plants or machinery used for municipal purposes or for public service, or may be disposed of to any other person or corporation upon such terms and conditions as may be agreed to by the said Sanitary District; provided, however, that it shall be the duty of said Sanitary District to utilize so much of said power as may be required for that purpose to operate the pumping stations, bridges and other machinery of said Sanitary District."

From a reading of this act it seems clear that the matter of the sale of electrical energy by the Sanitary District to municipalities or others is placed upon a private contract basis; that is, the price to be charged is a matter of mutual agreement between the parties.

It might further be suggested that a reading of the act will also disclose the fact that no municipality thereunder could compel the Sanitary District to furnish such power; that it is optional with the Sanitary District after "utilizing so much of said power as may be required for the purpose of operating the pumping stations, bridges and other machinery of said Sanitary District" to dispose of the surplus either to municipalities within said Sanitary District or adjacent to the main channel, or to dispose of the same to any other person or corporation, leaving it entirely within the discretion of the Sanitary District to dispose of the same only upon such terms as they are willing to accede to.

Second—What items should be considered in arriving at the cost of such power?

The answer to the first question covers this, inasmuch as the price to be charged is purely a matter of mutual agreement between the parties.

McCabe, J. R. (City Clerk). Sundry Communications and Legal Opinions Concerning the Use of the Streets by the Sanitary District for the Laying of Conduits, Erection of Poles and Stringing of Wires for the Transmission of Electrical Energy for Certain Purposes. Reprinted from the Journal of the Proceedings of the City Council of the City of Chicago (1908 June).

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Third—An opinion as to the necessity for frontage consents for transmission lines.

This question has heretofore been the subject of careful investigation by this office, and I attach hereto copy of opinion rendered by Mr. George W. Miller of date August 6, 1907, and copy of opinion rendered by Mr. Emil C. Wetten of date June 1, 1907, which go into this question exhaustively, and you will note they both arrive at the conclusion that such frontage consents are necessary.

Fourth—As to the right of the city to take over power obtained from the Sanitary District and dispose of it commercially.

The city has no power to do this. The city would undoubtedly have the right in the event of its ownership of a city lighting plant to dispose of any energy produced by said plant in excess of that required for City purposes, but I am clearly of the opinion that the city has no right to go into the market, purchase a commodity and traffic in the same at a profit.

Yours respectfully,

(Signed) OSCAR H. OLSEN,
Assistant Corporation Counsel.

Approved:

(Signed) EMIL C. WETTEN,
First Assistant Corporation Counsel.

REPORT OF THE COMMITTEE ON FINANCE.

Concurred in by the City Council June 8, 1908 (page 578, Journal of the Proceedings of the City Council).

CHICAGO, June 1, 1908.

To the Mayor and Aldermen of the City of Chicago in City Council Assembled:

Your Committee on Finance, to which was referred a request from the Sanitary District of Chicago in re installation of cables in city conduits and upon city poles for the purpose of transmitting electrical energy, submitted certain questions therein involved to the City Electrician, and respectfully transmits herewith a report from him covering such subjects. It also transmits herewith sundry opinions from the Corporation Counsel's Office, bearing upon the same questions. The Committee respectfully requests especial attention to the report of the City Electrician.

After a careful consideration of the subject, your Committee has come to the conclusion that it should be the policy of the City of Chicago,—That where the City has existing conduits or poles which can, in the judgment of the City Electrician, be granted for the purposes required by the Sanitary District, the requests shall be complied with, the Sanitary District to pay a reasonable compensation therefor, and in each case to make a specific request of the City Electrician for such privilege. He shall investigate the same and report his conclusions to the Finance Committee, for such action as it may deem proper in the premises.

That no new conduits shall be installed, or new poles set, unless a permit is first obtained from the appropriate city department, and before such permit is issued, the aldermen in or through whose wards such conduits or poles are to be installed shall receive notice of the application. If there is any objection on the

part of all or part of such aldermen, the application shall be referred to the City Council for its action.

It would appear that the Sanitary District of Chicago should not be permitted to tear up or set poles in the streets of the City of Chicago without the consent of the proper city authorities, whom the people look to for the preservation and care of the city's streets.

Upon the legal question, whether the District is required to get frontage consents, the Committee respectfully refers to the accompanying opinions from the Law Department.

The Sanitary District of Chicago has already set a large number of poles in the streets of the City of Chicago without permits, your Committee is advised, from the City of Chicago, or knowledge of the aldermen representing the respective wards in which the poles were set, and it is for the purpose of controlling this that the policy above outlined is recommended.

It has been suggested that the amount of horse-power developed by the Sanitary District does not justify the stringing of high potential wires all over the City of Chicago, and that it might be a better policy to sell the power thus developed within a limited area, as near the point of initial distribution as possible. Even on the poles where high potential wires now exist, a multiplication of them should, wherever possible, be avoided.

The City Electrician reports to your Committee that within two years 95 per cent of the night power generated by the Sanitary District of Chicago can be used for street lighting by the City of Chicago. It is the opinion of the Committee that, inasmuch as the City of Chicago supplies practically all the taxes which go to sustain the Sanitary District of Chicago, that this power should be reserved for this highly desirable use.

An appropriation of \$500,000.00 was made by the City Council in the last appropriation bill for an extension of the electric lighting plant, and the City Electrician reports that if this appropriation is made immediately available, probably two-thirds of the night power generated by the Sanitary District can be used during the current year for this purpose, and the Committee is strongly of the opinion that every effort should be made to place the funds at his disposal for this purpose.

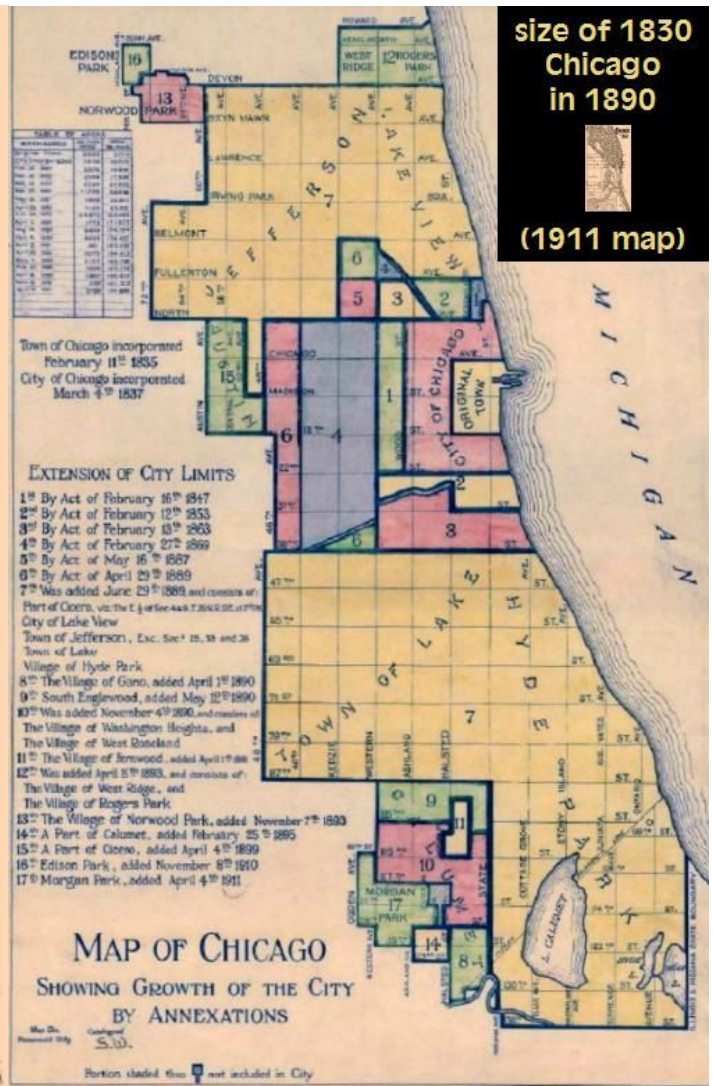
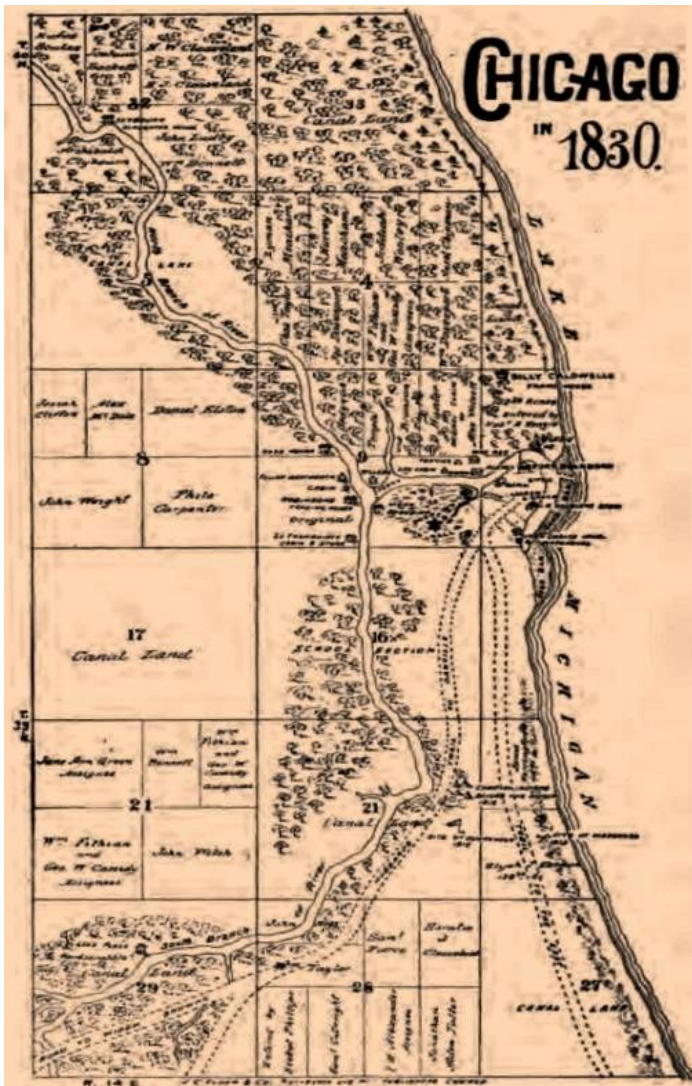
In view of the above, it is the suggestion of the Committee that such contracts as are made by the Sanitary District of Chicago be for short terms, to the end that it be in a position to supply the City of Chicago with adequate power as fast as its requirements develop.

Respectfully submitted,

MILTON J. FOREMAN,
Acting Chairman.

McCabe, J. R. (City Clerk). Sundry Communications and Legal Opinions Concerning the Use of the Streets by the Sanitary District for the Laying of Conduits, Erection of Poles and Stringing of Wires for the Transmission of Electrical Energy for Certain Purposes. Reprinted from the Journal of the Proceedings of the City Council of the City of Chicago (1908 June).

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Chicago in 1830. Cregier, Dewitt C. and Department of Public Works (authors). Mayor's Annual Message and the 15th Annual Report of the Department of Public Works to the City Council of the City of Chicago for the year ending December 31, 1890. Chicago: Cameron, Amberg & Co., printers (1891). A public domain book scanned by Google from Harvard College Library. Found at <http://books.google.com>. Please respect Google terms and conditions.

Chicago in 1911. Map of Chicago showing growth of the city by annexations. Chicago: City of Chicago (1911). Found at University of Chicago Library on-line presentation: Chicago 1900-1914.

<http://www.lib.uchicago.edu/e/su/maps/chi1900/>

http://www.lib.uchicago.edu/lib/public/full_screen.html?http://www.lib.uchicago.edu/e/su/maps/chi1900/G4104-C6S1-1911-M2/

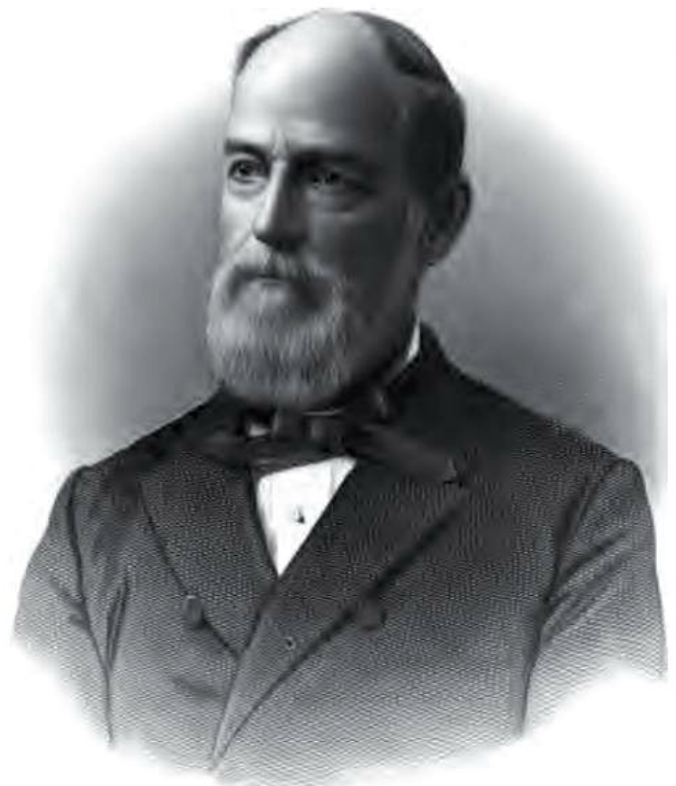
MAYOR'S ANNUAL MESSAGE ⁵⁷⁵⁷
AND THE
FIFTEENTH ANNUAL REPORT 
OF THE
DEPARTMENT OF
PUBLIC WORKS

TO THE
CITY COUNCIL OF THE CITY OF CHICAGO,

FOR THE
Fiscal Year Ending December 31,

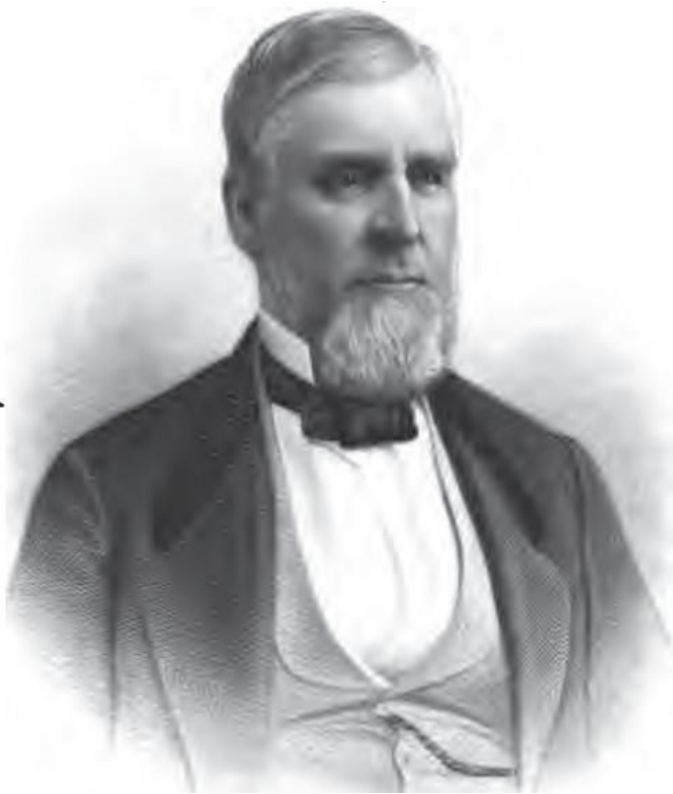
1890.

CHICAGO:
CAMERON, AMBERG & Co., PRINTERS.
1891.



DeWitt C. Clinton
Chicago mayor, 1891

Cregier, Dewitt C. and Department of Public Works (authors). Mayor's Annual Message and the 15th Annual Report of the Department of Public Works to the City Council of the City of Chicago for the year ending December 31, 1890. Chicago: Cameron, Amberg & Co., printers (1891).



William B. Ogden
first Chicago mayor,
1837

INTRODUCTION.

Whatever of historic value the record in the following pages possesses consists in this, that it is derived from authentic sources, largely from Andreas' "History of Chicago," and much of it from still living witnesses of the extraordinary growth in half a hundred years of a community from a frontier settlement to a city of over a million inhabitants. Such a growth as that of Chicago is unparalleled in the history of civilization. In time to come, each and every detail of the beginning of this phenomenal development will be of interest to future generations who are apt to reap the fruit, the seeds of which were planted by the pioneers. A simple, authentic statement of the beginning of history may be worth whole romances a hundred years hence. These statistics have been compiled from accurately reported facts which have been industriously inquired into, and the material of which may become poetry and romance in another age.

The history of Chicago is a romance already; its educational system is rapidly and surely advancing onward to fine achievements; and its public improvements, which, in one generation, have risen from a flat morass, with little more than a ditch running through it, to a magnificent city of business palaces and homes of princely splendor along with those of humble comfort, surely enough attest the persistence and endurance of a race of "Conquerors of the Earth" from many climes, which all who visit the World's Columbian Exposition in 1893 will at once recognize.

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Cregier, Dewitt C. and Department of Public Works (authors). Mayor's Annual Message and the 15th Annual Report of the Department of Public Works to the City Council of the City of Chicago for the year ending December 31, 1890. Chicago: Cameron, Amberg & Co., printers (1891).

EARLY HISTORY OF CHICAGO.

The few families who had settled in the immediate vicinity of Fort Dearborn, near the head of Lake Michigan, first realized that civic authority extended to their cabin doors in 1823. It was then that the officials of Fulton County, within whose boundaries, at that time, this unorganized settlement existed, levied a tax of four mills on the dollar upon all personal property in the settlement, exempting only household furniture, as provided by law. Amherst C. Ransom, Justice of the Peace, was appointed Collector, and enriched the Fulton County Treasury by the sum of \$11.42, showing the total valuation of the personal property of embryo Chicago to be \$2,284.

When Peoria County was organized, two years later, Chicago, which even at this time had but a mythical existence, the name applying sometimes to the river and again to the cluster of cabins on its marshy banks, came within its jurisdiction.

The Illinois and Michigan Canal Commissioners, having at length obtained their coveted and magnificent land grant, were authorized to lay out towns upon the sections allotted to them by the terms of the grant. In accordance with this, Chicago was surveyed and a plat of it published by James Thompson, a canal surveyor, on August 4, 1830. This date marks the birthday of Chicago as a town and the disappearance of the "Fort Dearborn Settlement."

Section No. 9 fell to the canal interest and was the one upon which Chicago was platted. It was situated north of and adjoining School Section No. 16. The line between these two sections was Madison street and their eastern boundary line was State street.

East of State street, extending from Madison street one mile north, was the tract included in the Fort Dearborn Reservation and the Kinzie pre-emption, which afterwards became additions to the town. The portion north of the river had been pre-empted by Robert A. Kinzie, and the portion south to Madison street comprised the Reservation.

Section No. 9, now called "Original Town," fortunately included the lands along the main channel of the river and surrounded the junction of

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its two branches. The original limits of Chicago were Madison street on the south, Desplaines street on the west, Kinzie street on the north and State street on the east, embracing an area of about three-eighths of a square mile. The public thoroughfares running east and west, as recorded on Thompson's map, were Kinzie, Carroll and Fulton streets on the West Side, and North Water, South Water, Lake, Randolph and Washington streets, naming them in their order from the north, while those running north and south were Jefferson, Clinton, Canal, West Water, East Water, Market, Franklin, Wells, "La Salles," Clark and Dearborn streets, naming them in their order from the west. Included within these limits were the hitherto independent settlements of Wolf Point, west of the confluence of the north and south branches of the river, and what was known as the "Lower Village" on the South Side.

The year after the survey of the young town it received increased distinction by being designated as the seat of justice of the newly organized county of Cook.

The Act, passed by the General Assembly and approved January 15, 1831, organizing the county of Cook, directed that an election be held at Chicago on the first Monday in March, 1831, for the offices of Sheriff, Coroner and three County Commissioners. By a provision of this Act a ferry was established across the river, free, for the inhabitants of the county.

County organization followed in March, embracing all of what are now the counties of Cook, Lake, McHenry, Du Page and Will. The only voting place in the county at the first election was Chicago. The first Commissioners elected in Cook County were Samuel Miller, Gholson Kercheval and James Walker. William See was appointed Clerk and Archibald Clybourn, Treasurer. All the above mentioned officials resided within the limits of Chicago, except James Walker, who lived near the Du Page River.

The first business transacted by the new county organization was the issuing of two licenses to Chicago landlords, Elijah Wentworth and Samuel Miller, for a fee of seven and five dollars, respectively.

About this time the State granted to the county twenty-four canal lots, the proceeds from the sale of which were to be used for the erection of public buildings. Sixteen of these lots were sold, and the money realized was used to defray current expenses, the remaining eight lots being set aside for a public square, now the site of the present city and county buildings.

The first structure erected on this square was what was called at that time "the Estray Pen," at the contract price of twenty dollars, but for which the contractor, Mr. Miller, afterwards accepted twelve dollars as payment, thus admitting, as was charged by the Commissioners, that he did not do the work according to contract. Contractors, of course, have changed their methods since those days.

Cregier, Dewitt C. and Department of Public Works (authors). Mayor's Annual Message and the 15th Annual Report of the Department of Public Works to the City Council of the City of Chicago for the year ending December 31, 1890. Chicago: Cameron, Amberg & Co., printers (1891).

Initiatory steps were taken at this time for the establishment of two country roads, one from the town of Chicago to the house of James Walker, on the Du Page river, and the other to the house of the Widow Brown on Hickory Creek. These two highways were intended to open up communication with the southwestern portions of the county and between the voting places in the three districts which had been established. The road to the Widow Brown's was laid on what is now State street and Archer avenue, and the Du Page road on what is now Madison street and Ogden avenue, thence to Lawton's, near what is now called Riverside.

The last occurrence worthy of note in the year 1831, was the gathering in Chicago of nearly one thousand (1,000) Indians to receive their annuities, which were disbursed by Col. Thos. J. V. Owen, Indian Agent, assisted by John Kinzie and Gholson Kercheval. The payment was made in September, and was the occasion of no little anxiety on the part of the settlers as it was known that amongst the friendly Indians there were emissaries from the Sacs of Black Hawk's band, who had but recently reluctantly removed west of the Mississippi, attempting to incite the assembled tribes to make common cause with them against the whites, and to inaugurate a general war for the extermination of the settlers and the repossession of their old hunting grounds. The plot fell through, however, the payments were made and the whole affair wound up in a good drunken orgie, after which the tribes returned peacefully to their respective villages.

In 1832 rumors of a renewal of hostilities by the Indians seriously affected the tide of immigration, and the white settlers sought refuge in Fort Dearborn.

The arrival on July 10th of troops under command of General Winfield Scott and their march through the country to Rock Island, had the effect of again staying the progress of war, and on August 2d, the final battle was fought between the Indians and General Henry Dodge's forces.

This campaign proved of great value not only to Chicago but also to the surrounding country, for on their return to the East the soldiers gave such glowing accounts of the beauty and fertility of the country, that a strong tide of immigration immediately set in from the East. The first point of destination, prior to pushing beyond to the promised land, was Chicago. Consequently the immigration, which continued in increasing volumes for the next four years, brought to Chicago a transient population, from which she drew many permanent residents from those who saw brighter prospects in her future than in the allurements of the country beyond.

Many only stopped at Chicago temporarily, while some remained to swell the resident population of the embryo city.

At the close of 1832 there were few signs of outward improvement—only about a score of permanent residents had been added, but there was, nevertheless, a strong faith awakened that on account of her geographical

position and her natural advantages as a harbor, Chicago was destined to become the metropolis of a yet undeveloped and uncivilized country. Inspired by this, many of the newcomers remained.

During the Summer of 1832, George W. Dole built what was probably the first building for business purposes in Chicago—it stood at the southeast corner of South Water and Dearborn streets, where it remained until 1855. Philip F. W. Peck during the Fall of 1832 commenced the erection of a business building at the southeast corner of South Water and La Salle streets, which was completed and occupied the following May.

The two above named were certainly the first business structures built in Chicago.

The building erected by George W. Dole was the first used in the packing of beef and pork in Chicago, the cattle and hogs being slaughtered in the rear of his building near the ground which is now the site of the Tremont House. Previous to this, however, the Noble Brothers, Mark, Jr., and John, and Gurdon S. Hubbard, had driven in and slaughtered droves of cattle and hogs, but it remained for George W. Dole to inaugurate the packing of provisions for the mercantile and lake trade. He is therefore justly known as the father of the provision, the shipping, the warehouse and the elevator business of the city of Chicago, which has now assumed such gigantic proportions.

Immigration received a lively impetus in the Spring of 1833, the town almost doubling its inhabitants, and erecting nearly one hundred and fifty frame buildings during the year. Most of these buildings were built on the north and south sides of the Chicago river, east of the forks.

Several events transpired during the year which, combined, served to increase the prosperity and brighten the future prospects of Chicago. Amongst others the energetic efforts of her citizens to obtain a harbor appropriation, added to the "canal enthusiasm," spread the fame of Chicago very much to her benefit.

The Summer of 1833 found Chicago with a population of three hundred and fifty and her citizens prepared to organize under the general legislative Act for the incorporation of towns, passed February 12, 1831. By its provisions, citizens of any settlement containing a population of over one hundred and fifty were authorized to hold a meeting and decide whether they wished to be incorporated.

Accordingly, late in July of that year, a public meeting was held to decide whether incorporation should or should not be effected. Twelve votes were cast for incorporation and one against—the vote in opposition being cast by Russell E. Heacock, who lived beyond the extreme southern boundary of the proposed town, while his business interests were at the settlement. He moved into town the following year.

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In accordance with the action of the public meeting, an election was held August 10, 1833, upon the call of the clerk of said meeting, upon five days' notice, for the choosing of five Town Trustees, who were to hold office for one year.

The successful candidates were Thomas J. V. Owen, George W. Dole, Madore B. Beaubien, John Miller and E. S. Kimberly. The scattering votes were divided among Philo Carpenter, John Wright, Richard J. Hamilton, James Kinzie, Dr. John Taylor Temple, John B. Beaubien, Robert A. Kinzie and John S. C. Hogan.

The first regular meeting of the Board was held two days after the election. All the members elect were present and received the oath of office from Col. Hamilton, clerk *pro tem.* and notary public. An organization was then effected by the election of Thomas J. V. Owen, president, and Isaac Harmon, clerk. It was then ordered that Board meetings would be held at the house of Mark Beaubien, on the first Wednesday evening of each month, beginning with Wednesday, September 4, 1833.

Up to 1834 Chicago could not be said to have had a harbor; the bar across the mouth of the river making it impracticable for laden vessels to enter. Vessels were necessarily anchored outside of this bar, and their cargoes brought ashore in lighters.

The Illinois and Michigan canal project was already inaugurated by favorable legislative grants, and a harbor at this point was absolutely necessary; and Congress having already favored the canal scheme, nothing was more natural than to suppose that an appropriation would soon be made for a harbor improvement. Such an appropriation was accordingly made on March 2, 1833, and work was commenced July 1, of the same year. The amount appropriated was \$25,000. During the Summer and Fall about five hundred feet of the south pier was finished, and in the following Spring the north pier was extended about the same distance. The old tortuous channel to the south being cut off, made a straight cut for the river across the sand-bar into the lake. Little dredging was done; indeed it was unnecessary, for a heavy freshet, in the Spring of 1834, cleared the new channel, permitting the entrance of vessels of large burden for the first time during the following Summer.

At this time there were four churches in Chicago, one being St. Mary's Catholic church, and the other three, Protestant churches, of the Presbyterian, Baptist and Methodist denominations. There were also four hotels; the old Wolf Point Tavern, the Sauganash, the Green Tree Tavern and the Madison house.

The bridges over the river were quite primitive and of rude construction. A foot-bridge crossed the North Branch above the old Wolf Point tavern and the other was more pretentious and crossed the South Branch between Randolph and Lake streets. The latter bridge was built at an

expense of \$486.20, of which sum \$200.00 was contributed by the Pottawatomie Indians, and was the only bridge across the river or its branches over which teams could travel prior to 1834.

The only manufacturing establishments at this early day, were a tannery, near the old Miller Tavern, where John Miller and Benjamin Hall were engaged in tanning hides into a rough but durable leather; and a small saw mill on the North Branch, near Clybourn's.

It may now be considered that the town was fairly born, but as yet only in its corporate infancy. Its past history and condition at that time did not warrant the extravagant hopes and the faith that the citizens had in its future development, but its subsequent history has transcended the wildest prophecies of its early friends.

About the end of the year 1833, the old log jail was built on the northwest corner of the "square," the citizens believing that something more dignified than the old "stray pen" was required. Officer John Beach, father of the late Dr. James S. Beach, was made custodian of this structure and possessed the keys of authority. From the center of the square arose a tall liberty pole.

In November, 1833, a code of laws was adopted to regulate the ordinary affairs of the town, and *The Democrat*, which made its first appearance November 26th, was designated the official newspaper.

The first financial obligation incurred by the town was the making of a loan of \$60.00 in October, 1834, to be used for the purpose of draining State street, in the vicinity of Lake and Randolph streets, and redeeming a large slough which existed there. This was followed by several important measures during 1835, among which were the establishment, in June, of a permanent Board of Health; the organizing, in November, of a Fire Department; the borrowing, in June, of \$2,000 with which to improve the sanitary condition of the place, in view of the threatened invasion of cholera, and the adoption, in August, of a lengthy and comprehensive code of local laws.

November 21, 1835, a seal was adopted by the Board, but neither the instrument itself nor any impression made by it is now in existence; even the few documents which survived the fire of 1871 being without an impression.

During the fall of 1835 a one-story and basement brick court house was erected on the northeast corner of the square, on the southwest corner of Clark and Randolph streets, opposite the present site of the Sherman House. The county officers occupied the basement story; the court room, which was on the upper floor, being simply one oblong apartment, capable of seating about two hundred persons. The fourth and last election under the Town System, was held at the Tremont House, June 6, 1836.

Cregier, Dewitt C. and Department of Public Works (authors). Mayor's Annual Message and the 15th Annual Report of the Department of Public Works to the City Council of the City of Chicago for the year ending December 31, 1890. Chicago: Cameron, Amberg & Co., printers (1891).

Beginning with the period about 1832, and continuing and gradually increasing, the era of internal improvements played an important part in stimulating and accelerating immigration, and at the same time it had a wonderful effect in inspiring those who had already become permanent residents of the city.

In 1837 the flourishing young town grew restive in the fetters of a mere township, and actuated by a spirit of unequalled courage, the leading citizens of the town determined upon its incorporation as a city. The preliminary steps having been taken looking to this end, it was accomplished on March 3, 1837, and the first city officers were elected May 2d following.

In the discussions of the various provisions of the first city charter, matters became very lively when the sixty-second section was reached.

This was a very important section, inasmuch as it related entirely to the power of the assumption of indebtedness by the proposed city authorities. Some of the more sanguine residents were so imbued with the progressive tendencies of the times that they favored the unlimited extension of power in that direction. A more prudent counsel prevailed, however, and the capacity of the incorporation to incur debt was limited to one hundred thousand dollars per year, with which alteration the draft of the original charter was adopted.

The result of the first city election, at which seven hundred and nine votes were cast, was as follows: William B. Ogden was elected mayor; J. C. Goodhue and Francis C. Sherman, Aldermen of the First Ward; J. S. C. Hogan and Peter Bolles, Aldermen of the Second Ward; John D. Caton, Alderman of the Third Ward; A. Purce and F. H. Taylor, Aldermen of the Fourth Ward; Bernard Ward, Alderman of the Fifth Ward, and Samuel Jackson and Hiram Peterson, Aldermen of the Sixth Ward. In addition to the Mayor and Aldermen, the other elective officers were the City Clerk and six Assessors. The annual election was fixed for the first Tuesday in March. The power was fixed in a Common Council, which was authorized to appoint constables, street commissioners, a City Surveyor, a City Treasurer and a Collector; organize fire companies, a Board of Health and an Educational Department. In fact, all of the departments were under the control of the Council and were expected to obey its orders.

The Legislature passed an Act February 14, 1851, reducing the Charter into smaller compass and creating a Board of Health, and also authorizing the Council to establish a House of Correction for juvenile offenders. An Act amendatory to this Act, approved February 28, 1854, provided that a City Marshal should be elected biennially and also authorized the Council to elect a Superintendent of Special Assessments. On February 15, 1851, by an Act of the Legislature, a Board of Water Commissioners was created and the Chicago Hydraulic Company was incorporated.

The office of Superintendent of Schools was created by ordinance, June 23, 1854.

The Board of Sewerage Commissioners was incorporated by legislative enactment February 14, 1855, and rules were laid down for the government of the reform school, and taxation authorized for the maintenance thereof on February 14, 1857.

A revision of the Charter was approved February 18, 1857, and by its provisions all the appointive power was taken from the Council and vested in the Mayor. The change was thought necessary as there was general dissatisfaction over the appointments made by the Council and it was thought also, that by this plan responsibility would be fixed. About this time a financial department was created with the City Comptroller as its head. This department had hitherto been under the control of the Council. These changes above mentioned are the most important that were made in the Municipal Government.

The first census of the city taken after its incorporation was that of July 1, 1837, which showed a total population of four thousand one hundred and seventy persons, as against the town census of 1835, which showed three thousand two hundred and sixty-five inhabitants.

Before referring to those early structures used by the corporation and by courtesy in those early days styled "City Halls," it is deemed proper to give a brief description of a noted edifice, known as the old "Saloon Building," because it was used as the first City Hall. This structure stood on the southeast corner of Clark and Lake streets, and was erected in 1836 by Captain J. B. F. Russell and George W. Dole. At that time it was not only the finest hall in Chicago, but was not eclipsed by anything of the kind in the West. It was devoted to public entertainments of all kinds, political and religious meetings, concerts, traveling shows, etc. The name of this hall would, to the casual reader of to-day, suggest a place where intoxicating beverages were sold and, consequently, not at all a suitable place for civic gatherings, not to speak of religious and literary meetings. Such an impression, however, would be erroneous, the word "Saloon" being used simply as a synonym of the French word *Salon*, meaning a grand or spacious hall. The Hon. John Wentworth, in his reminiscences, says that when it was just completed it was the largest and most beautiful hall west of Buffalo.

"Here it was," says Mr. Wentworth, "that Stephen A. Douglas made his first speech in Chicago." It was in this hall that the first joint political discussion was ever had in Northern Illinois, in 1838, between Mr. Douglas, and his competitor for Congress, John Todd Stuart. It was at this very meeting that one of the citizens, Judge Henry Brown, in a speech, became so enthusiastic over the future which, with prophetic vision, he saw in store for the young and growing city, that he made the startling prediction that the child was already born who would live to see Chicago with a population

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of two hundred thousand souls. At once the speaker was greeted with the sarcastic, but good natured cry of "Town Lots," an implication that he was interested in Chicago real estate. A handsome modern building now stands on its former site. With the rapid growth of the city in size and population came the advent of theaters, halls, churches and court rooms, and the old "Saloon Building," having served its day and generation, was forced from its long-held prominence before the eyes of Chicago citizens, and soon existed only in the memories of those to whom a simple mention of its name awakens a flood tide of recollections.

In January, 1848, the Market Building on State street was erected by the city, and was the first municipal structure belonging to the city, the Common Council having heretofore rented their accommodations. The building was situated in the center of State street, fronting forty feet on Randolph street and running north toward Lake street, one hundred and eighty feet. It was built of brick and stone, two stories in height, at a cost of \$11,000, John M. Van Osdel being the architect. The second story was divided into four rooms, the one on the north end being used as a library, and the one on the south end as the City Clerk's Office. The center rooms, divided only by folding doors, were used by the Common Council and for other public purposes, the Council occupying them for the first time on November 13, 1848.

In 1850, after deliberation, it was decided that the city and county should erect a combined court house and jail in the center of the public square; the Common Council agreeing to unite with the county in its construction. The corner stone of this edifice was laid on September 12, 1851, by Prof. J. V. Z. Blaney, Acting Grand Master of the Grand Lodge of Free Masons of Illinois.

The building was completed in 1853, under the superintendency of John M. Van Osdel, Architect, at a cost of \$111,000, which had been borrowed on the bonds of the county, having from seven to eighteen years to run at ten per cent., interest payable semi-annually. The walls of the structure were faced with gray marble from the Lockport quarries in New York, costing \$32,000. In the basement of the building was the jail and the Jailer's dwelling rooms, the Sheriff's office and the City Watch House. In the second story were most of the city offices, the armory being in the east wing. The Common Council Chamber was in the third story opposite the court room. The Court of Common Pleas first occupied the edifice, which continued to serve the city until it was swept away by the great fire of 1871.

During the existence of Chicago as a Township, her people were extremely conservative in financial affairs, so much so, indeed, that any proposition to borrow money for any purpose whatever seemed to create the greatest consternation. Some of the officials even resigned their offices

rather than sanction such seeming recklessness. One instance was that of John S. C. Hogan, who voluntarily ceased to act as City Treasurer in June, 1835, because the corporation was determined, as a sanitary measure, to borrow \$2,000, in order to have the streets cleaned and the town otherwise made presentable and inhabitable. After the town people had fairly entered into the spirit of becoming a city, however, their old apprehensions gradually wore off, and after a time such measures were urged with general enthusiasm.

Immediately following the Act of Incorporation of the city, the old town organization paid over to the City Treasurer the sum of \$2,814.29. With many permanent improvements to be accomplished, this was not a remarkably brilliant outlook for the young city of over four thousand inhabitants. Among other things it was found absolutely necessary that more effective means should be provided to guard the city against fire, and for this purpose two additional engines were needed. Streets required improvement, and their drainage demanded attention. It was resolved to borrow \$25,000, but to resolve is not always to accomplish. The proposition was made to the Branch Bank of the State of Illinois, but was not accepted, the Bank evidently considering at that time that the burden of carrying the international improvements of the State of Illinois was sufficient, without attempting to foster the internal improvements of the city of Chicago. Consequently resort was had to the issuing of city scrip in denominations of one, two and three dollars, bearing interest at one per cent. and receivable for taxes in sums not exceeding \$5,000.

In 1837, the city and county authorities did not act in harmony. The city received only \$1,000 from tavern and grocery licenses, while supporting a \$5,000 court, whose benefits were shared by the county, when suddenly the county refused to care for her paupers. This was one of the obstacles to be surmounted during the hard times of 1837. The city and county, however, soon came to an amicable settlement of their difficulties, and each bore a just proportion of the legal and eleemosynary burdens.

The finances of the city by the first charter were entirely in the hands of the Common Council, the Treasurer and Collector being merely clerks. The Assessors were elected, but the Treasurer and Collector were appointed by the Council. The supplementary Act of February 16, 1847, made the Treasurer and Collector elective offices, and these provisions remained in force until February 18, 1851, when the Treasury Department was created, embracing, in addition to the above officers, the City Comptroller, appointed annually by the Mayor. He was the head of the new department.

About the year 1841, the Hydraulic Mills Company was incorporated under the laws of the State of Illinois, and was a combination of a flouring mill and pumping works, situated on the northwest corner of Lake street

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and Michigan avenue. Water from these mills was supplied to the territory on the South Side, lying south of Madison street and east of La Salle, by wooden pipes of three-inch bore running through the alleys.

The supply from these works was supplemented by a water cart service, with headquarters for the South Division at Van Buren street and the lake. In 1854 was established our Water System as it now exists and under the control of a Board of Water Commissioners, the astonishing growth of which is fully described in another paper in this volume, devoted entirely to that subject.

The Boards of Water and Sewerage Commissioners, established in 1851 and 1855, respectively, were, on May 6, 1861, merged into the Board of Public Works, consisting of three members, and the control of all public works was concentrated in that body. This Board continued in existence until September 18, 1876, when by ordinance of the City Council of the city of Chicago it was abolished and succeeded by the Department of Public Works, with an official known as the Commissioner of Public Works at its head, who was vested with practically the same powers as those possessed by the Board.

Under this ordinance, the Mayor, then the Hon. Monroe Heath, was designated as the first Commissioner, the future commissioners to be appointed by the Mayor with the consent of the City Council.

In March, 1862, the office of City Marshal was abolished and the Board of Police Commissioners was established, to consist of three commissioners, one from each of the three divisions of the city. This Board was itself abolished in 1875, and was succeeded by a Superintendent of Police to be appointed by the Mayor, subject to the approval of the City Council.

In August, 1875, there was established an executive department of the Municipal Government of the city of Chicago, entitled the Department of Buildings, to be composed of a Commissioner of Buildings at the head of the department, appointed by the Mayor and subject to the approval of the City Council, one or more elevator inspectors and such number of building inspectors as might from time to time be deemed necessary to cover the municipal territory, and whose duties were to be the enforcement of the provisions of an ordinance passed by the City Council governing the construction of all buildings thereafter to be erected in the city of Chicago.

This paper would be incomplete without a reference to the National "Harbor and River Improvements" Convention, held here on July 5, 1846. This was a notable gathering of delegates from every State in the nation, to deliberate on the manner and means of improving the rivers of the interior and the harbors of the Great Lakes for the purpose of promoting the interests of navigation on the great inland lakes and rivers.

From that time Chicago had steadily grown in popularity as the place for holding conventions, until now she is known through the length and

breadth of the land as "the Convention City." No convention ever held here was fraught with any more importance than the first one just mentioned. To quote from the *Chicago Evening Journal* of that date, it was "No gathering for political or temporary effect, no indignant convocation for the mere indulgence in invective; no effervescence of feeling that should expend itself in empty resolves, be the wonder of the hour and then forgotten; but it was an occasion upon which great and startling facts—facts embodied in figures that cannot lie—were presented; facts in which the farmer and the artisan, the merchant and the manufacturer, the capitalist, the sailor before the mast, and his family at home, were all proportionably and deeply interested; facts involving the history of the country, from that hour when the hardy pioneers left New York behind them, or crossed the heights and pierced the dense forests of Pennsylvania, in quest of 'the better land' that was at last disclosed to them, all cleared and ready for the furrow. On this memorable occasion there were men of every political bias, and of every sectional interest, but all acting together as some great brotherhood, speaking with one harmonious voice, and acting as one man." Up to this time this was the most powerful impetus imparted to the ambitious young city, which was taken advantage of, as evidenced by her unprecedented strides to the position which she holds to-day as the Metropolis of the West, the second city in the Union in population, and the first in extent of territory.

This necessarily brief record has merely referred to a few of the items of interest during the early history of our beautiful and world-renowned city, leaving to the papers following a more detailed account of the various public improvements.

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From the incorporation of the original town of Chicago, there have been ten extensions by annexation ; nine of these were added during the past two years, embracing 140 square miles. The city's limits extend from north to south on the line of Halsted street, a distance of $21\frac{1}{2}$ miles ; from east to west on the north line of Eighty-seventh street the city is $10\frac{1}{2}$ miles wide, and on the south line of the same street the distance between the limits is $4\frac{1}{2}$ miles. This indeed constitutes a vast area within one city. Ordinarily men and women who have resided any considerable length of time in a city, become more or less familiar with its various localities. How many of our citizens, old or young, have ever traversed over the great city of Chicago and are sufficiently familiar with different sections to point the way or even find their way throughout its length and breadth ?

The experience of the older cities of the country demonstrates that contracted boundary lines, for many reasons, tend to retard progress.

Restricted limits do not now and will not for many years to come, apply to Chicago. There is abundant room for all and eligible locations for all great and important enterprises within the limits of the great metropolis, where commercial and manufacturing industries will enjoy the advantages of the best labor ; an ample water supply, an adequate drainage, improved streets ; police and fire protection and other indispensable public conveniences. We have reached a limit when it will be well to defer the annexation of any more territory until ways and means can be discovered for extending necessary public improvements and building up some of the waste places of the extensive area now under municipal control.

FINANCIAL.

The bonded debt of the city amounts to \$13,545,400.00, bearing interest from $3\frac{1}{2}$ to 7 per cent. ; \$983,900.00 of this indebtedness was incurred by annexation. The total annual interest paid on the present bonded debt for the past year was \$825,350.40.

The bonded debt will be increased during the next two years by the issuance of 4 per cent. bonds to the amount of five millions of dollars, as authorized by an Act of the State Legislature and an ordinance of this Council, making the city debt a little more than \$18,500,000.00, a much smaller debt than any other city of similar size and pretensions in the country.

During the past year it was found that a large amount of money was held by the city, on account of rebates due on special assessments, much of it running back several years. Special efforts were made to notify citizens to whom rebates were due ; the result was, the city refunded nearly \$796,000.00 — \$300,000.00 more than any previous year for a like purpose.

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MISCELLANEOUS.

The following tabulation of data not referred to in the body of this report, with approximate estimate of cost and valuations, is submitted for reference :

	Actual Cost.	Cash Value.
Water Works,	\$17,000,000	\$50,000,000
Sewers,	11,000,000	11,000,000
School Property,	10,000,000	11,000,000
Police Property,	550,000	844,000
Fire Property,	2,000,000	2,500,000
Public Library,	300,000	232,000
Street Lamps,	750,000	750,000
Electric Light Property,	500,000	2,000,000
Real Estate,	1,000,000	1,000,000
Buildings,	2,000,000	2,000,000
House of Correction,	800,000	1,000,000
	<u>\$45,900,000</u>	<u>\$82,326,000</u>
Liabilities, bonded debt,		13,545,400
Making a total (net) value of city property of Assessed valuation of real and personal property,		<u>\$68,780,600</u>
Total amount of levy for city purposes,		4,897,087 36
Revenue for licenses,		3,000,000 00
Number of steam railways entering city,		35
Miles of street railway track laid,		396
Miles electric wire,		1,200
Acres in public parks,		3,290
Miles of drives,		74
Miles of streets in city,		2,300
Number of river bridges,		61
Number of viaducts,		29
Number of street lamps,		37,000
Miles of river frontage,		41
Arrivals and departure of vessels,		19,000
Vessels' tonnage,		8,744,000

Department of Public Works

CITY OF CHICAGO.

COMMISSIONER.

W. H. PURDY.

SECRETARY.

D. S. MEAD.

Heads of Bureaus.

ENGINEERING.

CITY ENGINEER, W. R. NORTHWAY
 ASSISTANT CITY ENGINEER, BERNHARD FEIND

SEWERS.

SUPERINTENDENT, O. H. CHENEY

STREETS.

SUPERINTENDENT, L. E. MCGANN
 ASSISTANT SUPERINTENDENT, JOHN GOODWIN

SPECIAL ASSESSMENTS.

SUPERINTENDENT, H. J. JONES

WATER RATE COLLECTIONS.

SUPERINTENDENT, H. E. HAMILTON

MAPS.

SUPERINTENDENT, R. A. MANSTEIN

DEPARTMENT BOOK-KEEPER, F. C. MEYER
 PURCHASING AGENT, J. D. C. WHITNEY
 CHIEF CLERK WATER RATES, H. T. MURRAY
 WATER RATE ASSESSOR, T. PATTISON
 WATER PERMIT CLERK, H. G. NAPER
 CASHIER, JOHN W. LYONS
 REGISTRAR WATER RATES, B. F. JENKINS
 ENGINEER IN CHARGE NORTH PUMPING WORKS, HENRY WELCH
 ENGINEER IN CHARGE WEST PUMPING WORKS, JAMES STEWART
 ENGINEER CANAL PUMPING WORKS, W. J. CULLITON
 ENGINEER FULLERTON AVENUE PUMPING WORKS, A. D. HOWELL
 ENGINEER SIXTY-EIGHTH STREET PUMPING WORKS, ROBERT HAWKINS
 ENGINEER SULZER AVENUE PUMPING WORKS, F. D. PARKER
 SUPERINTENDENT WATER METERS, G. J. BAKER
 SUPERINTENDENT BRIDGE REPAIRS, J. B. TOOHEY

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MAP DEPARTMENT.

CHICAGO, January, 1891.

HON. W. H. PURDY,

Commissioner of Public Works.

DEAR SIR:—I have the honor to submit herewith the Annual Report of the Map Department for the year 1890, accompanied by a map showing the growth of the city of Chicago through the various annexations from the original town to its present extension, and also by a historical sketch explanatory of said map :

THE GROWTH OF CHICAGO.

THE "TOWN OF CHICAGO"

(John H. Kinzie, Gurdon S. Hubbard, Ebenezer Goodrich, John K. Boyer and John S. C. Hogan, first Trustees,) was incorporated by Act of February 11, 1835. It comprised all that territory covered by sections 9 and 16, north and south fractional section 10 and fractional section 15, in town 39 north, range 14 east of the 3rd principal meridian ; " Provided, that the authority of the Board of Trustees of the said town of Chicago shall not extend over the south fractional section 10 until the same shall cease to be occupied by the United States."

THE "CITY OF CHICAGO."

Incorporated by Act of March 4, 1837, comprised "the district of country in the county of Cook, etc., known as the east $\frac{1}{2}$ of the southeast $\frac{1}{4}$ of section 33, township 40 north, range 14 east, and fractional section 34, township 40 north, range 14 east; also the east $\frac{1}{4}$ of sections 6, 7, 18 and 19, all of fractional section 3, and of sections 4, 5, 8, 9, and fractional section 10 (except the southwest fractional $\frac{1}{4}$ thereof, occupied as a military post, until the same shall become private property), fractional section 15; sections 16, 17, 20, 21, and fractional section 22, township 39 north, range 14 east."

FIRST EXTENSION OF CITY LIMITS.

Act of February 16, 1847, provides: "That the district of country in the county of Cook, etc., known and described as follows, to-wit: All that

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DEPARTMENT OF PUBLIC WORKS.

part of township 39 north, range 14 east, of the third principal meridian, which lies north of the north line of sections 27, 28, 29 and 30 of said township, and the east $\frac{1}{2}$ of section 33, township 40 north, range 14 east, and fractional section 34, township 40 north, range 14 east, shall hereafter be included in, constitute, and be known by the name of City of Chicago."

SECOND EXTENSION OF CITY LIMITS.

Act of February 12, 1853, provides: "That the corporate limits and jurisdiction of the city of Chicago shall be and the same are hereby extended so as to embrace and include within the same the several tracts of land hereinafter described, which shall be deemed parts of the divisions of the said city named in connection therewith, as follows:

"*North Division*: All those parts of sections 31 and 32, township 40 north, range 14 east, lying east of the center of the North branch of the Chicago river, and the west $\frac{1}{2}$ of section 33, in same township and range.

"*South Division*: All of fractional section 27, township 39 north, range 14 east, and so much of the shore and bed of the lake as lies within one mile east of said section, and all of that part of section 28, same township and range, lying south and east of the South branch of the Chicago river.

"*West Division*: All those parts of sections 28, 29 and 30, township 39 north, range 14 east, lying north of the South branch of the Chicago river."

THIRD EXTENSION OF CITY LIMITS.

Act of February 13, 1863, provides: "The corporate limits and jurisdiction of the city of Chicago shall embrace and include within the same all of township 39 north, range 14 east, of the third principal meridian, and all of sections 31, 32 and 33, and fractional section 34, township 40 north, range 14 east, together with so much of the waters and bed of Lake Michigan as lies within one mile of the shore thereof, and east of the territory aforesaid."

FOURTH EXTENSION OF CITY LIMITS.

Act of February 27, 1869, provides: "That the territorial limits of the city of Chicago shall be and are hereby extended as follows: That part of section 30, township 40 north, range 14 east, which lies west of the North branch of the Chicago river; sections 1, 2, 11, 12, 13, 14, 23, 24, 25, 26, and that part of sections 35 and 36 lying northwest of the center of the Illinois and Michigan canal, all in township 39 north, range 13 east, shall be and are hereby added to the city."

FIFTH EXTENSION OF CITY LIMITS.

Act of May 16, 1887, provides: "That section 36, township 40 north, range 13 east, town of Jefferson, shall be and is hereby added to the city."

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MAP DEPARTMENT.

SIXTH EXTENSION OF CITY LIMITS.

Act of April 29, 1889, provides: "That that part of sections 35 and 36 lying southeasterly of the center of Illinois and Michigan canal, in township 39, north of range 13, east of third principal meridian, in Cook County, Illinois."

Also, "that sections 3, 10, 15, and the east ¼ of sections 22, 27 and 34, lying northwest of the center of the Illinois and Michigan canal, in township 39, north range 13, east of the third principal meridian, etc."

Also, "that section 25, township 40, north of range 13, east of third principal meridian, etc., be and the same is hereby declared to be annexed to the incorporated city of Chicago."

SEVENTH EXTENSION OF CITY LIMITS.

July 15, 1889, an order was filed in the County Court of Cook County, declaring the result of a special election held June 29, 1889, by which the following territory, all situated in the county of Cook, Illinois, was annexed to the city of Chicago, viz.:

The east ½ of sections 4 and 9, township 39 north, range 13 east, of third principal meridian, in the town of Cicero; the city of Lake View, the village of Hyde Park, the town of Lake, and the town of Jefferson.

EIGHTH EXTENSION OF CITY LIMITS.

By election held April 1, 1890.

The village of Gano: The south ½ of section 21, all of section 28 north of the Indian boundary line, that part of section 28 south of the Indian boundary line, lying west of the east line of said village of Gano, and north of the Little Calumet river; also that part of section 33 north of the Indian boundary line, lying north of the Little Calumet river, and that part of the east ½ of the northwest ¼ of section 33 south of the Indian boundary line, lying north of the Little Calumet river, all in town 37 north, range 14 east of the third principal meridian, being 1.80 square miles.

NINTH EXTENSION OF CITY LIMITS.

By Ordinance passed May 12, 1890, sections 5 and 6, also the north-east ¼ of section 4, except the west fifty feet of the south 666 feet thereof; also the northwest ¼ of section 4, except the south 666 feet thereof; also the southeast ¼ of section 4, except the west fifty feet thereof; also the northeast ¼ section 9, except the west fifty feet thereof; all in town 37 north, range 14 east of the third principal meridian, being 2.92 square miles.

DEPARTMENT OF PUBLIC WORKS.

TENTH EXTENSION OF CITY LIMITS.

By election held November 4, 1890.

1. Village of Washington Heights: Section 7, the west ¼ and north-east ¼, northeast ¼ section 8 and the north ½ of sections 17 and 18, all in town 37 north, range 14 east of third principal meridian, being 2.80 square miles.

2. Village of West Roseland: Southeast ¼ section 9 (except the west fifty feet thereof), the east ¼ of northeast ¼ of section 20, the north ½ of section 21 and all of section 16, all of town 37 north, range 14 east of third principal meridian, being 1.80 square miles.

The city of Chicago covers now an area of 180.5 square miles, or 115,520 acres.

The following work has been performed by this department during the year, to-wit:

Prepared for—	Number of Plans.
Lamp Post Ordinances	933
Lamp Post Orders	622
Lamp Post Assessments	311
Street Improvement Assessments	607
Street and Alley Opening Assessments	68
Street and Alley Opening Ordinances	531
Sewerage Assessments	13
Street Engineers' Estimates	617
Surveys	215
Sidewalk Assessments	841
Law Department	552
Miscellaneous purposes	106
Record for Street and Alley Openings	17
Total	5,433

Respectfully submitted,

R. A. MANSTEIN,
Superintendent of Map Department.

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REAL ESTATE.

The two years preceding the panic of 1837 were noted for the wide-spread fever, which attacked the coolest blood, to speculate in real estate. The rise in values were tremendous. Fortunes were made almost in a day, and when the reaction came they were lost even more suddenly. It would be impossible to give anything like a clear picture of this portion of the city's history, since all was confusion and excitement. The most that can be done is to jot down items as they have been gathered from the files of the *American*, and other sources, showing the business transacted at the Land Office, and in some cases, the comparison of prices of lots before the excitement, when the fever was at its height, and after the reaction had set in. The general reader can easily draw his conclusions from the details here presented:

In 1830, Jedediah Woolsey, Jr., bought of the Canal Commissioners, lot 9, block 44, for fifty dollars. Alexander Wolcott purchased eight lots in block 1, during the same year, paying \$692; also the east one-half, northeast quarter section 9, township 39, range 14 (eighty acres), at \$1.12½ per acre. John S. Wilburn bought lot 1, block 1, in 1830, for sixty dollars. John S. C. Hogan paid for lots 1, 2, 5 and 6 \$116, and in 1836 bought lot 7, paying \$12,000 for it with the greatest alacrity.

The above are specimens of some of the earliest purchases. In May, 1835, the land office was opened. To the close of the sale the receipts amounted to \$386,500, of which about \$353,500 were for lands sold at auction, and the balance under the pre-emption law. During the next month, E. K. Hubbard and W. L. Newberry advertised sales of valuable lots, the former having three hundred and fifty to dispose of. In October, A. Garrett announces in the *American*, that from January 4th to the 27th of that month he has sold \$1,800,000 worth of real and personal property. He had fitted up a large room on Dearborn street, and had an "auction room equal to any in New York or Philadelphia."

In November the rate of assessment for the coming year was fixed by the town at one-half of one per cent.

A lot fronting eighty feet on the water by one hundred and fifty feet on Dearborn, purchased for \$9,000 in the Spring of 1835, brought \$25,000 in the succeeding Winter. Says the *American*, in April, 1836: "There is a piece of land in Chicago, costing sixty-two dollars in 1830, which has risen

in value one hundred per cent per day; it sold last week for \$96,700, one-quarter down, and the remainder in six, twelve and eighteen months, at ten per cent." Charles Butler, of New York, states in a later issue, that "in 1833 one-quarter of Kinzie's addition was offered for \$5,500—worth then \$100,000. In 1833 forty acres of land worth \$400 could not be purchased in 1836 for less than \$200,000. In 1834, the 'Hunter property' was purchased for \$20,000. In the Spring of 1835 it was resold for \$100,000. It is now (September, 1836), worth \$500,000."

Notwithstanding this tremendous rise in values of real estate, in pursuance of a notice issued by N. H. Bolles, Town Collector, that all property would be sold upon which the corporation tax of 1835 remained unpaid, September 10, 1836, a great number of lots were advertised. Of those which appear in the *American* of October 1st, one hundred and fifty-five were taxed less than \$1.00; forty-two from \$1.00 to \$5.00; ten from \$5.00 to \$10.00; twenty-two between \$10.00 and \$25.00, and one at \$39.00. In Wolcott's addition one was taxed \$10.50; three between \$7.50 and \$10.00; the remainder less than \$7.00. In the North Branch addition no tax reached \$1.00. In Wabansia addition three lots which were advertised were assessed \$2.50, \$3.50, \$7.50. In the "original town," one for \$50.50; two for \$30.00 each; one for 19.00; seventeen for \$10.00, and eighteen less than \$10.00.

The reaction from the inflation of 1835-36 was setting in. In January, 1837, the town passed an ordinance relating to the sale of lots for taxes. It provided that the assessment on all taxable lots should be made annually, and the roll returned to the Board previous to October 1. The Town Collector was to notify the public by the fifteenth of that month that he would advertise all lots for sale upon which the tax remained unpaid on February 1st. If not redeemed, the purchaser at the sale was entitled to the deed. In March, 1837, another lot of "delinquents" appeared to have forgotten the value of Chicago real estate. In the "old town" most of the lots advertised for sale were taxed at \$2.50 apiece—the highest, \$45.00. The highest tax upon a water lot in Kinzie's addition was \$20.00; a dry lot, \$47.50. The majority of lots in Wolcott's addition were assessed at \$2.50; the highest one at \$10.00. In Wabansia addition the highest was \$5.00; the majority at \$1.25. In School Section 21 the highest was \$21.00; the majority at \$1.00. In North Branch addition, out of three hundred and eight lots advertised for sale, the tax of twenty-four only reached \$1.25, most of them being assessed at thirty-seven cents per lot. The taxes collected during the year ending May 1, 1837, amounted to \$11,659.54, of which \$2,861.26 was the balance assessed during 1835, and \$8,998.27 the corporation taxes assessed on real estate for 1836.

The panic of 1837 brought great distress to this community, and delayed the growth of Chicago as a city. Its reaction here was principally felt

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in real estate circles, it being almost impossible to dispose of land at any price during 1838. The canal improvement was really about all that sustained and encouraged Chicago for nearly ten years. Many people left the city in 1840. Although the hard times of 1837 and 1838 affected the sales at the land office as a "business institution," it was as persistently prosperous as any that can be named from May 28, 1835, when it opened, to May 1, 1846, when it closed. Witness the figures:

1835,	.	.	.	.	.	.	370,043.38	acres.
1836,	.	.	.	.	.	.	202,315.06	acres.
1837,	.	.	.	.	.	.	15,697.87	acres.
1838,	.	.	.	.	.	.	87,891.43	acres.
1839,	.	.	.	.	.	.	160,635.70	acres.
1840,	.	.	.	.	.	.	142,150.00	acres.
1841,	.	.	.	.	.	.	138,583.16	acres.
1842,	.	.	.	.	.	.	194,556.11	acres.
1843,	.	.	.	.	.	.	229,459.70	acres.
1844,	.	.	.	.	.	.	230,769.63	acres.
1845,	.	.	.	.	.	.	220,525.08	acres.
To May 1, 1846,	.	.	.	.	.	.	61,956.11	acres.
Total,	.	.	.	.	.	.	2,054,592.16	acres.

The growth of Chicago from 1842 to 1850 was slow.

In April, 1852, the city negotiated its first great loan, \$250,000, payable in twenty years, through Duncan, Sherman & Co., of New York City. This was on account of the inauguration of the new system of water works.

The growth of the city from 1850 to 1855 was marvelous, and the confession is said to have been made by certain real estate men that though they did their best at representing the rise in land, the facts outstripped their stories. It was during this period that Chicago inaugurated her grand system of water works and drainage. Then, unfortunately, she experienced her great set-back, the panic of 1857. The city was so embarrassed that in September the Council ordered the issuing of \$100,000 bonds. It was done, and Comptroller Hayes went to New York to negotiate them. After using his powers of persuasion for a week, he returned, entirely unsuccessful in his mission.

In the Winter of 1857 a large number of laboring men was out of employment, and the city authorities were called upon, in the midst of the most distressing times, to inaugurate public improvements and thus assist them financially. Special committees of the Common Council were appointed, who found it impossible to appropriate money from the city treasury for charitable objects without express permission from the Legislature, and especially when the whole available means of the city were required to pay

her current expenses, and honorably meet her maturing indebtedness. Furthermore, the city could not, as suggested, make advances through her credit to carry on public improvements then pending, for which assessments had not been collected, because all taxes had been collected to their full extent, and were paid in so slowly that the Comptroller found it difficult to provide for the most necessary expenses. In the then state of the money market it was impossible to raise money by a loan. The filling of Washington Park, however, had been contracted for and provided employment for a great number. Most of the improvements which were ordered at that time were made upon remote streets, and the assessments upon adjoining property fell upon the poorer people. All that could be done, therefore, was for the city to hasten the construction of works for which orders had been passed and warrants issued.

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EARLY STREET IMPROVEMENTS.

Previous to the organization of the Department of Public Works in 1861, the efforts made in this branch of public work was unsystematized and spasmodic; there are, therefore, no printed reports of street improvements in the archives of the city prior to that date. It is believed that the following notes of the public improvements made in the early days of Chicago will be of interest now:

The first "road" in Chicago was located in 1831 from the public square to the western county line. In April, 1832, several streets and roads were authorized; among others the first street leading to Lake Michigan was laid out. It then commenced at the end of Water street. The street was laid out fifty feet wide. The viewers believed that "the said road is of public utility, and a convenient passage from the town to the lake." In June, 1832, the County Commissioners "ordered that a road be viewed from the town of Chicago to the Du Page river, and so on to the west line of the county."

By March, 1833, the State road, leading from Chicago to the west bank of the Wabash river, opposite Vincennes, was completed, and during the Spring and Summer of that year various minor roads were laid out. Thus even at this early period Chicago was becoming a road centre. When later, plank roads commenced to be built, Chicago took the lead in the trade of the surrounding country. In August, 1833, in which the town of Chicago was incorporated, one of the first official orders of the Board of Trustees was given to the Town Surveyor to "pitch" South Water street from the United States Reservation to Randolph street, on or before April next, 1834. During July, 1834, the Surveyor was required to grade South Water street so that "water should flow from each cross street into the river." South Water and Lake streets, the two principal thoroughfares of the village at that time, were early turnpiked and graded. Plank sluices were also built across Clark street to carry the drainage to the South branch.

In 1835 the following petition was presented to the Town Trustees:

CHICAGO, July 13, 1835.

Your petitioner respectfully represents to your Honorable Body that he has graded and thrown up La Salle street, between South Water and Lake streets, in front of lots one and two, and begs to be allowed the cost and value of said work, to be deducted from the taxes of the ensuing year.

GURDON S. HUBBARD.

To the Trustees of the Town of Chicago.

The marvelous growth of Chicago is clearly attested by preceding document, as the author of it was until 1888 a hale and active resident in our midst, and has, with many others of our citizens, witnessed Chicago grow from a frontier village to its present important place among the great cities of America.

In the Fall of 1836 Canal street was turnpiked as far north as Kinzie, and Lake street similarly improved as far as Desplaines, and Randolph street from the river to the west line of Section 9.

As late as July 9, 1836, the *American* calls attention to a pool of water on Lake street, corner of La Salle, inhabited by frogs. "It smells strong now, and in a few days will send out a horrible stench." By the Winter of 1836 the leading thoroughfares were turnpiked. In the Spring of 1827 proposals were invited for "clearing, grubbing and grading." Market street, Franklin street, Chicago avenue, La Salle, Clark and Dearborn streets; also Union, Desplaines, Peyton, Canal, Harmon, Hamilton, George, Maria, Webster, Spring, Elizabeth and Catherine (West Fifteenth) streets, and one-half of Division street, making in all fourteen and one-half miles of streets.

In 1842 North Branch street, from Kinzie to Desplaines street, was graded, and in 1844 Lake street was planked from State to Dearborn streets, which is believed to be the commencement of planking the streets.

For several years the work of grading, grubbing, and rudely improving the streets went on, but it was not until 1849 that the authorities commenced to generally plank them. As a rule this work amounted to less than nothing, for when the teams broke up the planks and wet weather came, this primitive pavement was a dangerous and active weapon, flying up in the horses' faces and splashing foot passengers with mud. As late as 1868 relics of the broken plank could be seen on Blue Island avenue, and as late as 1859 West Madison and State streets were laid with this planking.

Prior to 1849 the attention of the citizens had been called to the fruitlessness of using stone pavements upon the streets of Chicago. It did not seem a profitable investment for the city to lay down a pavement which would sink out of sight in one or two years. The experiment of laying plank roads had proved a success in Canada and New York, and accordingly in 1849 the Common Council determined to plank the principal streets of Chicago. In 1849-50 Market, State, South and North Clark, La Salle, Wells, East and West Madison and West Randolph were treated to a coat of this material, nearly three miles of pavements, at a cost of \$31,000.

Soon after commenced a general numbering of the streets. In the Spring of 1848 Clark street was numbered from South Water to Randolph. In July, 1850, the Common Council ordered that North Water, Kinzie and Michigan streets be numbered from the eastern termini to Franklin street, and that Wolcott (now North State), Dearborn, Clark, La Salle and Wells, (now Fifth avenue), numbered from North Water to Ontario; also that the names of these streets be posted up in large letters on each of their corners.

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In 1855 the first pavement composed of limestone blocks was laid on South Water street, between Wabash avenue and the tracks of the Illinois Central Railroad. In the following year, Wells street (now Fifth avenue), was macadamized from Van Buren to Congress streets, and cobblestone pavement laid on Lake street from Michigan avenue to the river.

In the Fall of 1856 the first "Nicholson" or pine block pavement was commenced on Wells street (Fifth avenue), between South Water and Lake streets. The work was completed in the Spring of 1857. During the year, cobblestone was laid on State between South Water and Lake, and on Randolph from the river to Clark, and on Washington street from La Salle to Clark.

From this time to 1859, a period of seven years, over fifteen miles of pavement was laid. There is no record showing any pavement to have been laid in 1860, and from 1861 to 1865, a period of five years, 9.69 miles were laid. From 1865 to 1871 little except pine block pavement was laid. In 1875 cedar blocks were substituted for pine, and from that time to the present date have been extensively used.

In 1880 the first compressed asphalt block pavement was laid. Sheet asphalt and granite blocks were laid in 1882.

Up to 1851 fifty miles of plank roads had been built, leading from Chicago to various points north, south and west, at a total cost of \$150,000.

As the railroads centering in Chicago came into general use, affording a new and more desirable system of commercial arteries, the plank roads were abandoned. That these plank roads were not abandoned without a protest, but on the contrary were highly regarded as a means of developing the country, the following communication from the *Chicago Daily Democrat* February 16, 1848, will attest:

Will you be so kind as to allow me to say a few words through your paper, showing the very many advantages our country derived by the introduction of plank roads over that of railroad communication? The former can be brought into every street and alley, to every warehouse and manufactory in our city; in the country all sections are alike benefited by them. They do not enhance one man's property and depress that of another. The farmer can take his produce to market when his time is of little or no value. When a sudden advance in the staples of the country takes place, there is no railroad directory to reap the benefits of it, by refusing to carry only that which they may be interested in. Such have been the operations in a neighboring State. Do railroads give the same facilities for traveling that plank roads do, even to those living by the side of them? Their stations are generally ten or twelve miles apart. They will only take in and put out passengers at these places. Our plank road passengers travel at the rate of ten miles an hour, which is as fast as they are conveyed (and with ten times the safety) on the Michigan Central Railroad. The charges made by the railroad for the transportation of produce are more than it would cost the farmer by plank roads, and very little less than common roads. On the Michigan Central Railroad they charge sixty-two and one-half cents per barrel for flour, fifty cents per hundred pounds for merchandise, between Kalamazoo and Detroit, 140 miles. On a plank road a two-horse team will have three and one-half tons, two and one-half miles per hour,

for ten hours out of fourteen, which experience has proven to be the most economical rate of speed teams with heavy burdens ought to travel. From an examination of the statistics, it would appear that the whole number of teams arriving in our city during the past year was not far from 70,000. Now, in place of the railroad now agitated, construct 300 miles of plank road, divided to the best advantage, say northwest and southwest. This will not cost more than \$500,000 (about what it will cost to build a good railroad to the Fox river), for which the annual receipts for the next ten years could not be less than \$200,000, supposing the average number of teams arriving per annum to be 180,000 (a calculation not large, as the population of Northern Illinois doubles in about six years), which at \$1.50 per team, would give that sum, sufficient to keep the roads in repair, divide thirty per cent. dividends, and when the road is worn out (ten years hence), we would have a city containing 70,000 inhabitants. Then we might talk of a railroad. One of the reasons urged with those in favor of the proposed railroad to Fox river, is that if we don't build one Milwaukee will. The people of that city are not able to build a railroad of any length; if they were, they are not so simple.

This short sketch of Chicago street making in early days gives only a faint conception of the difficulties which beset the pioneers in their courageous efforts to build a city in a morass.

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BUREAU OF STREETS.

CHICAGO, January 1, 1891.

HON. W. H. PURDY,

Commissioner of Public Works.

DEAR SIR:—I have the honor to submit herewith the Fifteenth Annual Report of the Bureau of Streets for the year ending December 31, 1890. It embraces in detail a review of the work accomplished during the year under the supervision of this bureau, with the amount expended. Also, the street railway extensions made by the different street railway companies, the work done by the several railroad companies under the ordinance of March 26, 1890, and data in connection with the telegraph and telephone companies, together with a report of the condition and repairs of all street lamps within the old city limits and annexed territory.

The amount paid contractors for street improvements by special assessment was.....	\$ 2,280,875 79
For sidewalks built by the bureau under special assessment.....	65,860 00
For sweeping and cleaning improved streets:	
By contract.....	\$110,594 89
By department.....	60,677 41
	\$171,272 30
For cleaning macadamized roadways....	27,567 98
	198,840 28
For repaving and repairing improved streets.....	150,756 14
For grading, ditching, building, and repairing aprons, culverts, crossings, etc., on unimproved streets.....	233,872 32
For sidewalk intersections.....	\$41,808 57
For sidewalks, general repairs.....	68,760 88
	110,569 45
For city parks.....	9,173 80
For city hall operation and maintenance.....	88,801 85
For constructing and operating gasoline lamps.....	\$88,508 60
For erecting posts and signs.....	10,107 62
For gas lamp repairs.....	11,213 90
	104,880 13
TOTAL	\$3,238,074 20

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Table showing total miles of improved streets, with percentage of each class of pavement:

PAVEMENT.	MILES.	PER CENT.
Cedar Block.....	410.38	61.27
Macadam.....	226.67	38.85
Medina Stone.....	2.58	0.38
Granite.....	20.48	3.07
Sheet Asphalt.....	5.09	0.76
Asphalt Block.....	4.11	0.63
Brick.....	0.38	0.05
TOTAL	669.64	100.00

The total number of miles of pavement laid each year, from the introduction of street paving in 1855 to the present date, is given in the following review, the number of miles of paved streets in the annexed towns of Hyde Park, Lake, and Lake View being added to the total of 1889.

Year.	Miles.	Year.	Miles.	Year.	Miles.	Year.	Miles.
1855	1.73	1864	2.40	1873	10.19	1883	24.95
1856	.26	1865	2.03	1874	9.07	1884	32.49
1857	2.62	1866	8.87	1875	11.49	1884	34.53
1858	7.20	1867	11.37	1876	10.50	1885	38.06
1859	5.70	1868	5.46	1877	12.29	1886	43.66
1860	.....	1869	18.32	1878	11.01	1887	36.75
1861	.....	1870	19.96	1879	6.88	1888	54.33
1862	2.57	1871	25.63	1880	16.84	1889	254.22
1863	2.00	1872	1.83	1881	24.52	1890	99.72
						TOTAL	840.06

Of this amount 170.42 miles have been repaved during the same period, which reduces the actual amount of paved streets within the corporate limits on January 1, 1891, to 669.64 miles, to which may be added 1,567.22 miles of unimproved streets, making a total of 2,236.86 miles of streets in Chicago at this date; less 1.15 miles of viaduct approaches, making a grand total of 2,235.71 miles.

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REPAVING.

The amount of repaving done by the division foremen in repairing improved streets; the replacing of pavement where openings were made by gas companies, water, sewerage, fire alarm, and telegraph departments, bureau of light, etc., and on account of street permits and general repairs; also the amount of repaving done by contractors for gas companies under the supervision of this department, and the expense of same paid by the companies interested, is given in the following table, by divisions of the city:

FOR WHAT PURPOSE.	NORTH DIV.	SOUTH DIV.	WEST DIV.	TOTAL.
	Square Yds.	Square Yds.	Square Yds.	Square Yds.
General Repairs.....	11,546	58,914	51,559	122,019
Gas Companies.....	21	801	76	897
Water Department.....	1,621	4,824	4,401	10,846
Sewerage Department.....	242	148	150	585
City Engineer's Department.....	188	1,108	1,008	2,299
Fire Alarm Telegraph Department.....	28	137	.....	165
Street Permits.....	3,624	3,682	6,266	13,529
Bureau of Light.....	.....	441	.....	441
TOTALS.....	17,270	69,500	68,454	150,224

Total number of square yards..... 150,224
 To which is added the amount of repaving done by contractors for gas companies, bureau of light, etc..... 65,091
 Grand total repaving done, square yards..... 215,295

For the proper maintenance of macadamized roadways a system of repairs for worn-out or broken spots at their first appearance should be in vogue. The fund for this purpose has been far too small for the requirements; the result being that only the worst places receive attention and the streets are soon destroyed.

UNIMPROVED STREETS.

In the work of grading and ditching the money at the disposal of this bureau, for that purpose, has been judiciously expended in keeping unimproved streets in good, passable condition. The total length of streets graded and ditched by the division foremen amounts in the aggregate to about 712 miles.

The extension of the unsewered territory of the city by late annexations will necessitate an appropriation for the purpose of ditching new streets and keeping old ditches free from stagnant waters.

An outlet for the surface drainage of Grand Crossing and vicinity, and that of the territory east of it and adjacent to Seventy-ninth street has been provided for by the construction of a box drain, with inside dimensions of 4½ x 5½ feet, along the latter thoroughfare, connecting with the ditch at the crossing of the B. & O. Ry. and leading east into the lake. The cost was borne by a special assessment on the property benefited.

CLEANING OF THE IMPROVED STREETS.

The work, as heretofore, has been done partly under two contracts, viz: the "sweeping" with machinery all improved streets in the First ward, which was awarded on April 2d to J. S. Cooper at \$4.49 per mile, and the "sweeping and cleaning" of all improved streets (macadamized excepted) outside the First ward, which was also awarded to J. S. Cooper at \$25.99 per mile. Under the former contract there was 1,787.94 miles "swept" at a cost of \$7,938.04, and under the latter 3,949.86 miles were "swept and cleaned" at a cost of \$102,656.85, making a total of \$110,594.89 paid to contractor.

The work of collecting and disposing of the sweepings in the First ward was done by department employing men at \$1.50 per day and carts at \$3.00, the same being done at night. Previous to April 3d whatever sweeping was required was done by agreement at \$5.49 per mile; the rate of last year's contract for the same work. The total number of miles swept and cleaned under "sweeping" contract and by department was 2,266.78, at a cost of \$49,766.31 (this amount includes cost of sweeping). The nature of the work with cost and average for each month will be seen from appended tabulated statement, marked "Class A," or First ward.

In addition to the regular street cleaning programme the department has employed men and carts to keep all the principal intersections and viaducts free from snow, slush, and all accumulations consequent to wet or soft weather, and especially was this required in the Spring and Fall of the year, the cost for the same being \$9,595.50. An additional corps of men and carts was put on day work during the Summer months to keep the business section free from all debris, such as paper, the sweepings of stores,

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sidewalks, etc., which was done after night corps had finished, the cost for such service being \$2,419.25. Another item of expense was the levelling of the lake front dump, at a cost of \$1,172.00, making a total of \$62,953.06 spent in connection with cleaning the First ward, and bridges and viaducts leading thereto. Eight hundred and sixty-eight miles of macadamized roadways were cleaned by district foremen of the department, at a cost of \$27,567.93, making the total cost of sweeping and cleaning the paved streets and alleys of Chicago for 1890 \$198,840.23; classified as follows:

CLASS A.

The department swept and cleaned by hand 498 ⁴/₁₀₀ miles, and cleaned 1,767 ⁴/₁₀₀ miles, making a total of 2,266 ⁴/₁₀₀ miles, at a cost of..... \$ 55,015 02
 Sweeping by contract 1,767 ⁴/₁₀₀ miles, at \$4.49..... 7,938 04
 Total..... \$ 63,953 06

CLASSES B, C, D AND F.

Sweeping and cleaning by contract 3,949 ⁴/₁₀₀ miles, at \$35.99..... \$102,656 66
 Cost of inspection..... 5,662 39
 Total..... \$171,372 30
 For cleaning macadamized roadways..... 27,567 93
 Grand total..... \$198,840 23

PERMITS FOR OPENING STREETS.

Seventeen hundred and eighty-seven (1,787) permits were issued to sundry persons to open improved streets. A cash deposit covering cost of replacing pavements, etc., to their original condition, was made on each permit.

Sixteen hundred and five (1,605) openings were made on improved streets by gas companies and sundry other corporations under general deposit, the work of replacing the pavements being done by contractors, subject to inspection and acceptance of the department.

Total number of openings, 3,392.

FOR OPENING STREETS FOR THE CORRESPONDING YEARS 1889-1890.

MONTH.	Number of Permits Issued in 1889.	Number of Permits Issued in 1890.	MONTH.	Number of Permits Issued in 1889.	Number of Permits Issued in 1890.
January.....	64	68	August.....	139	184
February.....	28	78	September.....	161	196
March.....	90	128	October.....	130	201
April.....	138	142	November.....	84	165
May.....	135	140	December.....	88	122
June.....	125	187			
July.....	126	201	TOTALS.....	1,298	1,787

	1889.	1890.
Average number of permits issued each month.....	107	149
Number of permits issued for opening of streets on which deposits were made (not including openings by gas companies and other corporations under general deposits).....	1,288	1,787
Number of permits issued for opening unimproved streets.....	5,401	8,905
Totals.....	6,694	10,692

Amount of cash deposits made.....	\$36,823 50	\$36,363 00
Amount retained for cost of repaving and inspection.....	12,891 51	9,459 82
Amount rebated to depositors.....	18,265 99	20,044 18
Amount retained on permits not settled.....	5,665 00	7,060 00
Average amount of cash deposit.....	28 47	20 35
Average amount retained for costs.....	9 97	5 29

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SIDEWALKS.

The number of miles of sidewalks, new, rebuilt, and repaired, including wood, stone, and concrete, is shown in the following table :

DIVISION.	MATERIAL.			Total Miles.	Sidewalks Repaired.	Grand Total Miles.
	Wood.	Stone.	Concrete.			
South....	123.65	12.15	27.65	163.45	40.76	204.21
West.....	184.45	9.85	8.45	202.75	125.14	327.89
North.....	43.35	10.05	13.15	66.55	18.20	79.75
TOTAL.....	351.45	32.05	49.25	432.75	179.10	611.85

Of the above, 37.35 miles of plank walks have been built by the city under special assessment.

The total number of miles of sidewalk under the control of the city of Chicago, South, West, and Lincoln Park Commissioners, at the close of the year, is given in the following summary :

OBSTRUCTIONS.

Street obstruction permits.....	2,092
Complaints of obstructions.....	1,362
Notices served.....	1,104
Cases in court.....	114
Number of convictions.....	68
Obstructions investigated.....	4,906

I respectfully present for your consideration the following data with a view toward such legislation as would be effective. The cost per square foot of the different kinds of sidewalks as ordinarily laid in the residence portions of the city is, wooden 5c.; Portland cement, 18c.; and four-inch stone flags, 40c.; or in the proportions of 1, 3.6, and 8; while the average life (dating from the time of construction to the period when defects appear for the first time) of each is respectively about 5, 25, and 25 years, or as 1, 5, and 5. At all places where the bed of the walk is thoroughly compact and protected by side banks of earth or sod, cement walks should be laid, because they are economical, practically monolithic, easily repaired, and do not wear smooth. Slight defects in the bed of flag-stone walks have a tendency to cause the panels to tilt, strains are brought to bear and the stones are soon broken. Wooden walks become dangerous to pedestrians chiefly through lack of proper care in building, the use of inferior materials, atmospheric action, and delayed repairs.

Judgments in twenty-four cases, amounting to \$24,900.00, have been obtained against the city in the past year, due to injuries received from defective sidewalks.

In conclusion I would recommend that the districts in which the building of wooden sidewalks is forbidden be extended as rapidly as the growth of the city will permit.

Respectfully submitted,

JAMES O'BRIEN,
Superintendent of Sidewalks.

STREET LAMPS.

At the close of the year there were, including those on bridges, viaducts, parks and boulevards, 1,025 oil lamps, 8,080 gasoline lamps, 26,256 gas lamps, and 1,092 electric lights in the city

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BUREAU OF SPECIAL ASSESSMENTS.

CHICAGO, December 31, 1890.

HON. W. H. PURDY,

Commissioner of Public Works.

DEAR SIR:—I submit herewith in tabular form a statement of special assessments made in this department during the past year, with a summary of the estimated cost of the same; also the amount of special assessments made in each year during the past thirty years. The aggregate for the period last named is \$47,694,099.70, the average amount for each year being \$1,589,803.32. During the year just closed the amount levied on abutting and adjoining property for all descriptions of street improvements was \$6,987,155.48, or about \$0.50 per capita of population. As compared with the previous year it shows an increase of \$2,766,285.55, or 65 $\frac{3}{10}$ per cent. The willingness with which the property owners imposed upon themselves this enormous amount of special taxation is the best evidence of their material prosperity and their unbounded faith in the commercial destiny of our city.

Since the annexation of the towns of Lake View, Jefferson, Lake, Hyde Park, and a large strip of Cicero, the labors of this department have increased fully 100 per cent., and the prospects are that this ratio of increase will prevail for the next five years, if not for a longer period—the more assuredly so should the municipal legislature determine that the street cleaning and sprinkling be done by special assessment. In view of these conditions it is evident that some steps should be taken during the next (present) session of the State Legislature to secure an amendment to the existing special assessment law, whereby its machinery may be so simplified that the present tortuous system of issuing rebates may be avoided and the rapidly increasing volume of book-keeping dispensed with. That the former is a growing burden upon the people, no one who has closely examined the operation of the present law will deny. In my judgment it should be so amended that the assessment for each improvement shall be based on its actual cost. This would entail no hardship on the contractor, for he would not be required to wait for his pay for a longer average period than one

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year, and he could make his financial arrangements that at the end of the time specified he would receive his money. The difference in cost to the property owner would not amount to more than bank interest, and for all practical purposes, so far as he is concerned, the transaction would be the equivalent of a cash one. In addition, the property owner would be relieved, to his perfect satisfaction, from the annoyance and trouble of looking after his rebate, as is the case at present.

In the matter of improvements ordered on the "five year plan," the amendment I have suggested would save an almost infinite amount of perplexing labor. The existing law demands that one-fifth of the rebate shall be allowed on the payment of each installment, and this necessitates complicated book-keeping, not only in this department, but also in the offices of the City Collector and County Treasurer; and as this system of ordering improvements seems to meet with growing favor at the hands of the public, the complications and possibilities of errors are bound to grow in similar ratio.

The promiscuous ordering of improvements, evidently without the knowledge or concurrence of the property owners, and afterwards staying or annulling them, should be stopped at once, not only in the interest of those who would be directly affected, but also in the interest of public economy. It would, besides, relieve this department of a large amount of unnecessary labor.

I would recommend, in the interest of a more economical administration of the bureau, that the law be further amended so that the cost of "publication of notice" be reduced from 60 to 80 per cent. Each separate assessment now requires the publication of a mass of legal verbiage, which would be equally if not more efficacious were it used but once, followed by the list of improvements—in this wise:

SPECIAL ASSESSMENT NOTICE.

Notice is hereby given to all persons interested, that the City Council of the City of Chicago, having ordered that the following improvements be made in accordance with Article nine (9) of an Act of the General Assembly of the State of Illinois, entitled "An Act to provide for the incorporation of Cities and Villages," approved the tenth day of April, A. D. 1872, the ordinances for the same being on file in the office of the City Clerk, has applied to the County Court of Cook County for an assessment of the cost of said improvements according to benefits, and an assessment thereof having been made and returned to said Court, the final hearing thereon will be had at the term of said Court, commencing on the day of A. D. 189

All persons desiring may then and there appear and make their defense.

IMPROVEMENTS.

No. 40,100. Curbing with curbstones, filling and paving Lake street from Clark street to Michigan avenue.

No. 40,101. Sewer in Ashland avenue from West Madison street to West Harrison street.

Cregier, Dewitt C. and Department of Public Works (authors). Mayor's Annual Message and the 15th Annual Report of the Department of Public Works to the City Council of the City of Chicago for the year ending December 31, 1890. Chicago: Cameron, Amberg & Co., printers (1891).

- No. 40,102. Lamp posts on Wabash avenue from Van Buren street to Twelfth street.
 No. 40,108. Stone sidewalk on Clark street from Randolph street to Washington street.
 No. 40,109. House drains on same street between same points.
 No. 40,182. Water service pipes on Dearborn avenue from Michigan street to Superior street.

JOHN SMITH,
 JOSEPH BROWN,
 WILLIAM WHITE.

Chicago, A. D. 189 . .

Commissioners.

At present the above mentioned commissioners who act a part in the machinery of the special assessment law, receive a fee of two dollars each for each assessment roll filed in the County Court. I would recommend that the fee be reduced to fifty cents—or, which is still better, that the law be so amended that city employes be appointed to act as such commissioners without additional compensation.

In conclusion, I renew the recommendation I made a year ago, viz. : that it would be desirable for the City Council to instruct the Commissioner of Public Works, Fire Marshal and Superintendent of Streets, to prepare during the summer vacation, the list of streets to be improved during the ensuing year, and make report thereof at the first meeting in September. The Committees on Streets and Alleys, to whom the list is usually referred, would then have a sufficient time wherein to consult with the property owners for final action, and the Special Assessment Bureau would thus be relieved from the necessity of making a number of assessments which for years to come will not be carried into effect, and which consequently would have to be repealed.

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STATEMENT OF ASSESSMENTS FOR WOODEN BLOCK PAVEMENT—CONTINUED.

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No. of Warrant	NAME OF STREET.	FROM	TO	AMOUNT.
11054	Ashland avenue.....	Graceland avenue.....	Sulzer.....	\$ 18,738 80
11055	Fuller.....	Archer avenue.....	Cologne.....	26,781 73
11089	Fifty-fifth.....	Lake avenue.....	Cottage Grove avenue.....	23,848 73
11090	Dudley.....	Hervey.....	Asylum place.....	6,569 65
11091	West Superior.....	Rockwell.....	Washtenaw avenue.....	4,874 46
11094	Dania avenue.....	North avenue.....	Bloomingtondale road.....	11,464 96
11095	The street.....	Bickerdike.....	Armour.....	2,160 90
11096	Kedzie avenue.....	Central Park avenue.....	Augusta.....	28,216 31
11097	Shelby court.....	West Nineteenth.....	West Twentieth.....	3,181 20
11098	South alley.....	Block 6.....	Wright's addition.....	1,286 56
11099	Alley.....	Block 35.....	Wolcott's addition.....	1,318 90
11100	Alley.....	Sub-block 8, Block 30.....	C. T. subdivision fract'l section 29, 39, 14.....	518 44
11101	Alley.....	Block 50.....	C. T. subdivision section 21, 39, 14.....	2,111 01
11102	Alley.....	Twenty-third to Twenty-fourth.....	between State and Dearborn.....	1,987 41
11103	Alley.....	Twenty-fifth to Twenty-sixth.....	between State and Dearborn.....	2,348 73
11104	West, north and south alley.....	Barber and Wright.....	Halsted to Union.....	548 54
11105	Alleys.....	Noble to C. & N.-W. Ry.....	West Division to Sloan.....	1,625 82
11106	Alley.....	Sub-block 2, Block 10.....	C. T. Subdivision W. ½ section 5, 39, 14.....	2,585 65
11107	Alley.....	North Centre avenue to Noble.....	West Chicago avenue to Fry.....	4,245 55
11108	Alley.....	S. Block 1, Block 13.....	W. ½ section 5, 39, 14.....	2,217 35
11109	Alley.....	S. Block 2, Block 13.....	W. ½ section 5, 39, 14.....	2,558 87
11110	Alley.....	Block 22.....	Elston addition.....	2,210 05
11111	Bonfield.....	Archer avenue.....	Hickory.....	12,012 65
11112	High.....	Western avenue.....	Fullerton avenue.....	12,213 89
11113	Rice.....	Wood.....	Lincoln.....	4,901 78
11114	Nassau.....	West Jackson.....	West Van Buren.....	4,116 48
11116	Loomis.....	West Fourteenth.....	West Sixteenth.....	6,099 58
11175	Turner avenue.....	Ogden avenue.....	West Twenty-first.....	10,479 02
11177	Clarinda.....	Ashland avenue.....	Wood.....	7,368 84
11207	Owasco.....	Rockwell.....	Washtenaw avenue.....	4,720 28
11218	Montana.....	Racine avenue.....	Lincoln avenue.....	11,830 61
11221	West Twelfth.....	Douglas Park boulevard.....	Crawford avenue.....	14,583 04
11222	Ruble.....	West Eighteenth.....	Canalport avenue.....	5,686 44
11223	Lafin.....	West Fourteenth.....	West Sixteenth.....	9,956 40
11224	Greenwich.....	Robey.....	Leavitt.....	12,082 58
11225	Alley.....	Block 15.....	Elston addition.....	2,656 41

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STATEMENT OF ASSESSMENTS FOR MISCELLANEOUS STREET AND ALLEY IMPROVEMENTS.

No. of Warrant	IMPROVEMENT.	NAME OF STREET.	FROM	TO	AMOUNT.
10518	C. G. and Macad.	Roscoe	Evanston avenue	Halsted	\$ 4,370 11
10531	Curbing and Filling.	Julian	Ashland avenue	Wood	12,297 75
10535	Granite.	Couch place	Franklin	Market	3,000 43
10537	Granite.	Calhoun place	Franklin	Market	3,071 05
10538	Granite.	Calhoun place	Clark	Fifth avenue	6,185 46
10550	Curbing and Filling.	Dean	Brigham	Paulina	1,305 94
10560	Curbing and Filling.	Ashland	Robey	Olive	7,977 83
10592	Curbing and Filling.	Flournoy	California avenue	Francisco	4,009 88
10617	C. G. and Macad.	Charlton court	Ridge avenue	Northern terminus	5,793 66
10618	Grading and Macad.	Ninety-third	Stony Island avenue	Jefferson avenue	1,128 79
10619	C. F. and Macad.	Cleveland	Wallace	Winter	2,866 81
10628	Sheet Asphalt.	Fulton	Kedzie avenue	Homan avenue	20,826 70
10629	C. F. and Macad.	Byron	Sheffield avenue	Halsted	9,159 56
10634	C. F. and Macad.	Grace	North Clark	120 feet west of Lake Michigan	22,092 28
10645	Grading and Macad.	Erie	Eighty-seventh	Ninety-first	16,873 81
10649	C. G. and Macad.	Forty-second	Cottage Grove avenue	Langley avenue	6,003 54
10676	Curbing and Filling.	Whipple	Colorado avenue	West Van Buren	3,659 58
10679	C. G. and Macad.	Sulzer	Sheffield avenue	Halsted	5,577 12
10680	C. G. and Macad.	Sheffield avenue	North Clark	Addison	6,415 05
10825	Grading and Macad.	Seventy eighth	Railroad avenue	Easterly terminus	2,887 48
10826	Grading and Macad.	Sixty-ninth	State	Indiana avenue	2,157 76
10827	C. F. and Macad.	Sixty eighth	Wentworth	Yale	1,985 51
10838	C. G. and Macad.	Fortieth	Langley avenue	Vincennes avenue	3,773 20
10839	Grading and Macad.	South half Fullerton avenue	North Clark	North Park avenue	2,995 35
10871	Grading and Macad.	Ninety-third	Ashkenn avenue	Anthony avenue	2,724 88
10872	Grading and Macad.	Buffalo avenue	Eighty-seventh	Ninety-second	15,900 55
10881	Grading and Macad.	Stony Island avenue	Ninety-second	Ninety-fifth	3,223 98
10884	C. F. and Macad.	Windsor avenue	Sheffield avenue	Halsted	6,247 29
10901	Curbing and Filling.	West Seventeenth	Ashland avenue	Wood	14,662 82
10921	C. F. and Macad.	Aberdeen	Evanston avenue	Sheffield avenue	5,317 21
10924	C. G. and Macad.	Forty-second	Langley avenue	Vincennes avenue	10,630 75
10938	C. G. and Macad.	Argyle	Evanston avenue	Eastern terminus	7,780 30
11004	C. G. and Macad.	South Park avenue	Fifty-first	Fifty-fifth	11,356 47
11949	Granite.	Third avenue	Jackson	Polk	15,701 55
11960	Granite.	Adams	State	Michigan avenue	8,661 64
11981	Granite.	Couch place	Clark	Fifth avenue	5,986 54

SPECIAL ASSESSMENT DEPARTMENT.

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12160	C. G. and Macad.	Ainslie	Evanston avenue	Eastern terminus	12,185 60
12165	C. G. and Macad.	Sheffield avenue	Graceland avenue	Evanston avenue	7,697 98
12206	C. F. and Macad.	Sixty-first	Wallace	West line Lot 11, etc.	4,729 84
12229	Grading and Macad.	West half Lake View avenue.	Diversy	Wrightwood avenue	2,208 28
12245	C. G. and Macad.	Kimball avenue	Forty-eighth	299 feet south of Forty-eighth.	2,965 80
12288	C. G. and Macad.	Wright	Sixty-fifth	Sixty-seventh	8,631 05
12385	Curbing and Filling.	Ninetieth	The Strand	Manistee avenue	25,401 12
TOTAL					\$688,840 15

STATEMENT OF ASSESSMENTS FOR CONSTRUCTING SEWERS.

No. of Warrant	IMPROVEMENT.	NAME OF STREET.	FROM	TO	AMOUNT.
10498	Tile Pipe	Emerald avenue	Egan avenue	Fortieth	\$ 981 22
10662	Tile Pipe	Rokeby	Nellie avenue	Addison	946 85
10688	Tile Pipe	Forty-third	Drexel boulevard	Illinois Central R. R.	1,463 00
10689	Tile Pipe	Forty-fourth	St. Lawrence avenue.	125 feet E. of Vincennes avenue.	872 39
10690	Brick and Tile Pipe	Jackson avenue	Fifty-fifth	Fifty-ninth	5,092 84
10786	Brick and Tile Pipe	Exchange avenue	Eighty-seventh	Ninety-first	5,442 10
10787	Brick and Tile Pipe	Commercial avenue	Eighty-seventh	Ninety-first	5,442 10
10788	Tile Pipe	Ninety-third	South Chicago avenue to Houston avenue.	And in Houston ave. to Ninety-second st.	1,200 98
10744	Tile Pipe	Lincoln	Sixty-third	Sixty seventh	2,478 58
10760	Tile Pipe	Clarence avenue	Grace	Nellie avenue	1,384 00
10798	Brick and Tile Pipe	Ingleside and Wharton avenue.	Fifty-sixth	Fifty-fourth	8,825 00
10852	Tile Pipe	Ontario avenue	South Chicago avenue.	Ninety-third	2,108 79
10858	Tile Pipe	Byron	Sheffield avenue	166 feet east	186 20
10854	Tile Pipe	Windsor avenue	Sheffield avenue	Halsted	1,676 86
10855	Tile Pipe	Belmont avenue	Oak place	Sheffield avenue	415 80
10909	Brick	Ninety-fifth	Calumet river to South Chicago avenue.	And in S. Chicago ave. from 95th to 87th st.	32,728 00
10910	Brick	The Strand and Ninetieth.	Calumet river	Marquette	27,046 00
10911	Brick	South Park avenue	Fifty-fifth	Sixtieth	12,253 00
10914	Brick and Tile Pipe	Sixtieth, Vernon avenue, etc.	Park End avenue	Vernon avenue	8,702 86
10928	Tile Pipe	Melrose	Southport avenue	Racine avenue	2,093 00
10929	Tile Pipe	Goodwin	Lawrence avenue	Ainslie	1,287 50
10930	Tile Pipe	Winthrop avenue	Lawrence avenue	Ainslie	1,287 50
10931	Tile Pipe	Otto	Southport avenue	C. and E. R. R.	2,087 00
10932	Tile Pipe	School	Southport avenue	Racine avenue	2,248 00
10938	Tile Pipe	Herndon	15 feet north of Roscoe	125 feet S. of Melrose	1,854 00

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STATEMENT OF ASSESSMENTS FOR LAYING WATER SERVICE PIPES.

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No. of Warr't	NAME OF STREET.	FROM	TO	AMOUNT.
10496	West Twenty-sixth	Western avenue	Lawndale avenue	\$ 9,892 50
10497	West Chicago avenue	Leavitt	Kedzie avenue	21,187 50
10498	West Chicago avenue	Kedzie avenue	Crawford avenue	12,840 50
10499	Dashiel	Thirty-first	Egan avenue	4,677 10
10502	Forty-second	Cottage Grove avenue	Vincennes avenue	598 00
10503	Langley avenue	Forty-second	Forty-fourth	1,012 00
10504	Rockwell	West Twelfth	West Twenty-second	8,907 50
10507	Napoleon place	Stewart avenue	Wallace	470 00
10508	Spring	State	Wentworth avenue	924 00
10509	Western avenue	West Chicago avenue	North avenue	8,668 50
10515	Root	State	Halsted	4,787 02
10516	Emerald avenue	Egan avenue	Forty-seventh	6,860 12
10518	Oakley avenue	West Division	West North avenue	1,564 00
10519	Auburn	Thirty-first	Douglas avenue	2,047 00
18520	Albany avenue	Colorado avenue	West Twelfth	1,771 00
10561	Troy	Fillmore	West Twelfth	795 40
10566	Jefferson	West Harrison	West Fifteenth	477 90
10567	Laffin	West Fourteenth	West Twenty-second	828 00
10568	Campbell avenue	West Polk	West Twelfth	1,064 75
10571	West Seventeenth	Ashland avenue	Lincoln	181 40
10572	West Sixteenth	Ashland avenue	Wood	1,248 60
10727	Rockwell	West Division	West North avenue	2,866 00
10728	Commercial	West North avenue	Armitage avenue	1,638 00
10729	Potomac avenue	Western avenue	California avenue	1,472 00
10730	Rockwell	West North avenue	Armitage avenue	1,334 00
10731	Seymour	West North avenue	Armitage avenue	575 00
10732	Dickson	West North avenue	Bloomington road	589 00
10733	Edgar	West North avenue	West Clybourn place	805 00
10734	Keely	Archer avenue	Thirty-first	673 00
10735	Hoyne avenue	Armitage avenue	Asylum place	966 00
10750	Belmont avenue	North Clark	Lincoln avenue	4,821 50
10751	Florence avenue	Diversy	Wrightwood avenue	1,430 00
10752	Fulton	Kedzie avenue	Homan avenue	2,668 00
10753	West Sixteenth	Halsted	Throop	561 00
10754	Norwood avenue	Kedzie avenue	Homan avenue	1,886 00
10755	Hervey	Wood	Robey	690 00

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12857	Fillmore	Western avenue	Rockwell	490 00
12858	Central Park avenue	West Twenty-second	West Twenty-sixth	2,780 00
12859	Calumet avenue	Forty-second	Forty-third	840 00
12860	Western avenue	Blue Island avenue	I. & M. Canal	8,257 75
12861	Twenty-eighth	Stewart avenue	Halsted	345 00
12862	Sheridan avenue	West Twelfth	Fillmore	714 00
12863	Drake avenue	Central Park boulevard	West Ohio	580 50
12864	Wabansia avenue	Western avenue	Milwaukee avenue	1,958 00
12865	Columbia place	West Lake	West Kinzie	861 00
TOTAL				\$490,698 86

SPECIAL ASSESSMENT DEPARTMENT.

STATEMENT OF ASSESSMENTS FOR LAYING PRIVATE DRAINS.

No. of Warrant	NAME OF STREET.	FROM	TO	AMOUNT.
10501	South La Salle	Archer avenue	Twenty-second	\$ 160 00
10505	Emerald avenue	Egan avenue	Forty-seventh	3,100 00
10506	Root	State	Halsted	2,592 00
10517	Oakley avenue	West Division	West North avenue	1,635 25
10521	Davis	West Division	West North avenue	2,268 00
10522	Auburn	Douglas avenue	Thirty-first	1,624 00
10523	Lincoln	West Twelfth	Blue Island avenue	496 00
10549	Troy	Fillmore	West Twelfth	420 00
10563	Lafin	West Fourteenth	West Twenty-second	450 00
10564	Campbell avenue	West Polk	West Twelfth	582 00
10565	West Seventeenth	Ashland avenue	Wood	126 00
10623	Fulton	Kedzie avenue	Homan avenue	1,860 00
10624	Whipple	Colorado avenue	Van Buren	899 00
10625	Albany avenue	Colorado avenue	West Twelfth	1,095 00
10626	Richmond	West Chicago avenue	West Division	2,535 75
10627	Keeley	Archer avenue	Thirty-first	416 00
10660	Early avenue	Evanston avenue	Southport avenue	784 00
10661	Charlton	Ridge avenue	Its northern terminus	1,024 00
10768	West Sixteenth	Halsted	Throop	432 00
10769	Wood	Sixteenth	Blue Island avenue	175 00
10770	Twenty-eighth	Wentworth avenue	Wallace	660 00
10772	Belmont avenue	North Clark	Lincoln avenue	8,587 50
10773	West Seventeenth	Loomis	Wood	170 50

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STATEMENT OF ASSESSMENTS FOR LAYING PLANK SIDEWALKS.

No. of Warrant	Side of Street.	NAME OF STREET.	FROM	TO	AMOUNT.
10670	Both	Wallace.....	Thirty-first.....	Egan avenue.....	\$ 6,200 28
10694	Both	Kedzie avenue.....	West Twenty-fourth.....	West Twenty-seventh.....	745 09
10697	Both	Pleasant place.....	Perry.....	Hoffman avenue.....	178 71
10698	Both	Harvard.....	Western avenue.....	Campbell avenue.....	485 46
10699	West	Michigan avenue.....	Fifty-ninth.....	Sixty-first.....	318 84
10600	Both	Lake avenue.....	Forty-fifth.....	Forty-seventh.....	381 50
10602	South	Humboldt avenue.....	Columbia avenue.....	Howard avenue.....	181 12
10604	Both	Francisco.....	West Lake.....	Colorado avenue.....	226 50
10605	Both	Weld.....	Everett.....	Williams.....	47 50
10606	Both	Park avenue.....	Montrose boulevard.....	Willis.....	406 13
10609	Both	Leavitt.....	West Harrison.....	West Madison.....	99 80
10610	Both	Broom.....	West Indiana.....	West Ohio.....	105 45
10611	Both	West Superior.....	Lincoln.....	Western avenue.....	488 12
10612	Both	Oakley avenue.....	North avenue.....	Wabansia avenue.....	90 00
10618	Both	Girard.....	North avenue.....	Armitage avenue.....	768 66
10615	Both	Laurel.....	Thirty-first.....	Douglas avenue.....	522 82
10636	South	Thirty-first.....	State.....	Lake avenue.....	150 00
10640	East	Langley avenue.....	Forty-first.....	Union Stock Yards R. R.....	66 00
10641	West	Indiana avenue.....	Forty-seventh.....	300 feet north.....	77 14
10642	Both	Fifty-sixth.....	Cottage Grove avenue.....	Drexel avenue.....	248 33
10644	West	Indiana avenue.....	Fifty-first.....	Fifty-fifth.....	422 78
10698	Both	Buffalo avenue.....	Eighty-seventh.....	Ninety-second.....	416 50
10694	East	Drexel avenue.....	Seventy-seventh.....	Seventy-eighth.....	170 48
10695	West	Ewing avenue.....	Hundred and third.....	Hundred and sixth.....	516 57
10696	Both	Exchange avenue.....	Ninety-seventh.....	Ninety-eighth.....	221 26
10697	South	Eighty-ninth.....	The Strand.....	Ontario avenue.....	194 40
10698	Both	Ninety-ninth.....	Avenue "J".....	Eighth avenue.....	177 84
10699	North	Ninety-fifth.....	South Chicago avenue.....	The bridge.....	207 82
10700	North	Ninety-third.....	Houston avenue.....	Harbor avenue.....	151 62
10701	North	Hundred and third.....	Indiana avenue.....	L. S. & M. S. Ry.....	185 00
10702	North	Hundred and thirty-fourth.....	Parnell avenue.....	South Chicago avenue.....	100 00
10708	North	Hundred and Sixth.....	Muskegon avenue.....	Torrence avenue.....	364 00
10704	East	Stony Island avenue.....	Sixty-ninth.....	Seventieth.....	160 98
10705	North	South Chicago avenue.....	Commercial avenue.....	Manistee avenue.....	363 84
10706	West	Sixth avenue.....	Ninety-ninth.....	Hundredth.....	148 40
10707	East	Superior avenue.....	Eighty-seventh.....	Eighty-eighth.....	126 00

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12841	Both	Keeley	Archer avenue	Thirty-first	265 60
12842	Both	Ohio	Market	Kingsbury	515 67
12843	Both	Superior	Franklin	Market	240 00
12844	Both	Thirty-fourth	Halsted	Laurel	779 95
12845	Both	Shields avenue	Twenty-sixth	Thirty-first	528 50
12846	Both	Wabansia avenue	Robey	Coventry	691 04
12847	Both	Lawdale avenue	Sixteenth	Douglas boulevard	598 86
12848	Both	Olive	West Taylor	West Twelfth	108 00
12849	Both	Bonfield	Archer avenue	Thirty-first	1,298 12
12850	Both	Butterfield	Thirty-seventh	Thirty-ninth	179 86
12851	Both	Farrell	Archer avenue	Hickory	457 90
12852	Both	Homan avenue	West Twenty-third	West Twenty-fifth	735 80
TOTAL					\$239,356 06

STATEMENT OF ASSESSMENTS FOR ERECTING GAS LAMP POSTS.

No. of Warrant	No. of Posts.	NAME OF STREET.	FROM	TO	AMOUNT.
10646	8	Rees	Halsted	Dayton	\$ 95 75
10647	15	West Monroe	Kedzie avenue	Homan avenue	458 75
10648	30	Washtenaw avenue	West Division	North avenue	877 50
10663	2	Pearson	North Wells	Eastern terminus	165 00
10667	4	Forty-second	Ellis avenue	Drexel boulevard	123 50
10668	4	Deering	Cologne	South branch Chicago river	123 50
10669	2	Chicago avenue	800 ft. E. of Pine	To its eastern terminus	65 50
10670	5	Kenwood court	Forty-eighth	Forty-ninth	151 25
10671	4	Calumet avenue	Thirty-seventh	800 feet north	123 50
10677	13	Oakenwald avenue	Forty-fifth	Lake avenue	393 25
10682	16	Homan avenue	Ogden avenue	C., B. & Q. R. R.	484 00
10683	6	Whipple	Colorado avenue	West Jackson	181 50
10685	5	McReynolds	Ashland avenue	Paulina	151 25
10686	8	Wabansia avenue	Ashland avenue	C. & N.-W. Ry.	242 00
10687	12	West Clybourn place	Commercial	Robey	363 00
10688	28	Oakley avenue	West Division	North avenue	819 00
11024	2	Lytle	West Harrison	Vernon Park place	65 50
11039	22	Wolfram	Halsted	Racine avenue	655 50
11030	21	Thirty-second	Laurel	Benson	630 25
11038	5	Forty-first	Cottage Grove avenue	Champlain	151 25

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STATEMENT OF ASSESSMENTS FOR STREET AND ALLEY OPENING AND WIDENING.

No. of Warrant	IMPROVEMENT.	NAME OF STREET.	FROM	TO	AMOUNT.
10527	Opening.	St. Lawrence avenue.....	Forty-ninth.....	Fifty-first.....	\$25,388 97
10528	Opening.	Alley.....	Robey to Hoyne avenue.....	West Huron and West Superior.	2,490 86
10529	Opening.	Langley avenue.....	Forty-fourth.....	Forty-fifth.....	5,214 80
11053	Opening and Extending.	Everett.....	Lincoln avenue.....	Greenwood avenue.....	1,010 80
11115	Opening.	St. Lawrence avenue.....	Forty-sixth.....	Forty-seventh.....	4,870 55
11491	Opening and Widening.	Walnut.....	Drake's subdivision.....	Central Park avenue.....	6,490 74
11492	Opening.	Alley.....	Wood street.....	Lincoln.....	1,658 25
11493	Opening.	Alley.....	Through lot 4, block 10.....	Rockwell's addition.....	1,815 27
11494	Opening.	Alley.....	Through lot 7, block 10.....	Rockwell's addition.....	609 87
11495	Opening.	Alley.....	N. W. $\frac{1}{4}$, block 6.....	Elston addition.....	977 89
11496	Opening.	Fulton.....	Homan avenue.....	J. D. Parker's subdivision.....	5,524 86
11497	Opening.	Fake.....	Northern terminus.....	Bonaparte.....	1,952 66
11771	Opening.	Hoyne avenue.....	Across right of way of.....	C. & N.-W. Ry.....	878 21
11772	Opening.	West Twelfth.....	Albany avenue.....	S. W. Boulevard.....	4,821 17
11773	Opening.	Euclid avenue.....	Homan avenue.....	East line J. D. Parker's subdivision.....	8,484 86
11774	Opening.	Garden avenue.....	California avenue.....	Morrison avenue.....	276 48
11775	Opening.	West Division.....	Homan avenue.....	Central Park avenue.....	3,028 80
11776	Opening.	Albany avenue.....	Twenty-third.....	Twenty-fourth.....	1,154 98
11777	Opening.	Asylum place.....	Across.....	C. & N.-W. Ry.....	310 00
11778	Opening.	Forrestville avenue.....	Forty-ninth.....	Fifty-first.....	23,858 00
11924	Opening.	Alley.....	In lots 87, 88, 89.....	Ellis East addition.....	2,081 22
11961	Opening.	Alley.....	Green and Peoria.....	Sixty-first to Sixty-second.....	865 50
12084	Opening and Extending.	Hoffman avenue.....	Diversity avenue.....	Belmont avenue.....	6,509 80
12085	Opening.	Alley.....	Thirty-seventh.....	97 feet north of Egan avenue.....	5,875 08
12217	Opening.	Forrestville avenue.....	Forty-first.....	Forty-second.....	10,150 99
12296	Widening.	Cottage Grove avenue.....	Forty-third.....	South Chicago avenue.....	31,201 50
12366	Widening.	Kemper place.....	Larrabee.....	Orchard.....	2,000 00
12367	Straightening.	Tracy avenue.....	Through block 8.....	Margaret Johnston's subdivision.....	1,344 91
12368	Opening.	Tracy avenue.....	Through block 2.....	Jackson & Weages' subdivision.....	2,041 71
12369	Opening.	Hampden court.....	Southern terminus.....	Deming court.....	12,041 87
12370	Opening.	Alley.....	Winter and Wallace.....	Dexter avenue and Forty-seventh.....	1,098 23
		TOTAL.....			\$169,969 01

SPECIAL ASSESSMENT DEPARTMENT.

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Cregier, Dewitt C. and Department of Public Works (authors). Mayor's Annual Message and the 15th Annual Report of the Department of Public Works to the City Council of the City of Chicago for the year ending December 31, 1890. Chicago: Cameron, Amberg & Co., printers (1891).

SUMMARY.

Total Assessments for Wooden Block Pavement :		
North Division.....	\$ 678,651 75	
South Division.....	1,093,150 06	
West Division.....	2,127,856 21	
	<u>3,899,658 02</u>	
Total Assessments for Constructing Sewers :		
North Division.....	\$128,571 81	
South Division.....	340,868 83	
West Division.....	553,526 77	
	<u>1,021,961 90</u>	
Total Assessments for Miscellaneous Street and Alley Improvements :		
North Division.....	\$123,689 66	
South Division.....	495,980 74	
West Division.....	69,189 75	
	<u>688,840 15</u>	
Total Assessments for Laying Water Service Pipes :		
North Division.....	\$ 76,771 60	
South Division.....	194,610 96	
West Division.....	219,516 30	
	<u>490,898 86</u>	
Total Assessments for Laying Plank Sidewalks :		
North Division.....	\$ 23,637 93	
South Division.....	111,837 98	
West Division.....	104,830 15	
	<u>239,306 06</u>	
Total Assessments for Laying Private Drains :		
North Division.....	\$48,818 00	
South Division.....	97,505 55	
West Division.....	92,261 06	
	<u>238,584 61</u>	
Total Assessments for Street and Alley Opening and Widening :		
North Division.....	\$ 21,561 87	
South Division.....	115,433 91	
West Division.....	82,973 23	
	<u>169,969 01</u>	

Total Assessments for Laying Stone Sidewalks :

North Division.....	\$23,923 23	
South Division.....	72,900 87	
West Division.....	85,866 09	
	<u>131,708 68</u>	

Total Assessments for Erecting Gas Lamp Posts :

North Division.....	\$18,704 79	
South Division.....	25,595 10	
West Division.....	47,317 75	
	<u>86,617 64</u>	

Total Assessments for Erecting Boulevard Lamp Posts :

North Division.....	\$3,052 00	
South Division.....	6,578 50	
West Division.....	4,879 00	
	<u>14,509 50</u>	

Total Assessments for Erecting Gasoline Lamp Posts :

North Division.....	\$3,411 75	
South Division.....	1,676 00	
West Division.....	5,803 00	
	<u>9,891 05</u>	

Total Assessments for Making Lamp Post Connections :

North Division.....	\$357 00	
South Division.....	119 00	
West Division.....	492 00	
	<u>968 00</u>	

Total Assessments for Erecting Dyott Lamps:

North Division.....	\$393 00	
South Division.....	
West Division.....	
	<u>393 00</u>	

TOTAL.....		<u>\$6,967,155 48</u>
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The following list shows the total of assessments made in each year since 1861:

For the year ending April 1, 1863	\$ 43,685 49
For the year ending April 1, 1863	46,498 67
For the year ending April 1, 1864	389,169 81
For the year ending April 1, 1865	108,576 85
For the year ending April 1, 1866	802,574 56
For the year ending April 1, 1867	317,306 18
For the year ending April 1, 1868	1,354,486 48
For the year ending April 1, 1869	2,395,688 08
For the year ending April 1, 1870	2,886,852 48
For the year ending April 1, 1871	2,359,885 99
For the year ending April 1, 1872	62,222 25
For the year ending April 1, 1873 .....	.....
For the year ending April 1, 1874	749,460 27
For the year ending April 1, 1875	728,254 43
For the nine months ending January 1, 1876	60,585 73
For the year ending January 1, 1877	1,516,081 07
For the year ending January 1, 1878	124,498 48
For the year ending January 1, 1879	284,900 45
For the year ending January 1, 1880	588,968 44
For the year ending January 1, 1881	960,895 80
For the year ending January 1, 1882	1,227,169 71
For the year ending January 1, 1883	1,395,872 98
For the year ending January 1, 1884	2,232,757 04
For the year ending January 1, 1885	2,867,905 28
For the year ending January 1, 1886	2,889,544 80
For the year ending January 1, 1887	3,307,567 99
For the year ending January 1, 1888	3,160,474 67
For the year ending January 1, 1889	3,655,956 78
For the year ending January 1, 1890	4,320,869 98
For the year ending January 1, 1891	6,987,165 48
Total for thirty years	\$47,694,099 70

* Respectfully submitted,

H. J. JONES,
Superintendent Special Assessments.

JEFFERSON FUND.

RECEIPTS.

From January 1 to April 30, 1890.

Water service cocks	\$ 215 00	
House-moving permits	12 00	
From Comptroller	13,367 18	
		<u>\$13,594 18</u>

EXPENDITURES.

From January 1 to April 30, 1890.

Water Office expense	\$ 4 00	
Water pipe extension	261 53	
Miscellaneous expense account	39 05	
Unimproved streets	10,819 79	
Sidewalks, intersections	840 00	
Sidewalks, general repairs	1,032 25	
Lumber	597 58	
		<u>\$13,594 18</u>

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TRIAL BALANCE.

LEDGER, DEPARTMENT PUBLIC WORKS, CHICAGO,
DECEMBER 31, 1890.

	<i>Dr.</i>	<i>Cr.</i>
Appropriation Fund.....	\$ 240,448 21	
Inspection accounts.....		\$ 1,042 50
C., M. & N. R. R. Co.....		378 44
Rapid Transit & Bridge Construction Co		33 34
Western Paving & Supply Co.....		200 00
Simmons & Gordon.....		75 88
Public benefits.....	1,879 56	
Special assessment expense.....	2,749 27	
Canal pumping works.....		51,187 83
Weed street bridge.....		8,075 50
Ninety-fifth street bridge.....	2,180 00	
Thirty-fifth street bridge.....	36 83	
Permit depositors.....		12,489 89
R. A. Smith, Cashier.....	1,500 00	
Deficiency in collection of taxes.....		1,928 87
Taylor street bridge.....		8,222 84
Canal street bridge.....		15,715 42
Webster avenue bridge.....		4,047 67
Western avenue (N.) bridge.....	2,109 95	
Madison street bridge.....		113,311 18
Washington street bridge.....		24,197 21
Morgue		10,000 00
Sewerage fund.....	133,171 96	
Annexed territory.....		2,814,224 75
Sewer construction by special deposits and assessments.....		599,900 34
Sewerage surplus account.....		5,500 00
Sewers, North Division.....	2,161,397 16	
Sewers, South Division.....	4,248,277 59	
Sewers, West Division.....	4,555,995 23	
Sewer pipe.....	1,496 36	
Carried forward,	\$ 11,351,242 12	\$ 3,470,528 91

Brought forward,	\$ 11,351,242 12	\$ 3,470,528 91
Sewer brick	111 98	
Wooden covers.....	4,856 81	
Iron covers.....	5,044 15	
Cement.....	15 86	
Sand.....	90 00	
Sewerage, private work.....		500 00
Sewerage loan bonds, 4 per cent.....		845,000 00
Sewerage loan bonds, 7 per cent.....		1,288,000 00
Sewerage loan bonds, 4½ per cent....		489,500 00
Sewerage loan bonds, canceled.....		377,500 00
Sewerage fund, general taxes.....		5,037,366 74
General fund.....	382 55	
Suspense account.....	111,548 77	
Sewerage maintenance account.....	50,492 16	
Sewerage stock account	8,000 00	
Galena & Chicago Union R. R. Co....		382 55
Chicago Malleable Iron Co.....		900 00
Board of Education.....		4,677 50
George A. Seaverns.....		75 00
Presbyterian Theological Seminary....		1,397 50
Chicago Gas Light & Coke Co.....		330 00
S. W. Roth		500 00
John Tyrrell.....		500 00
R. Schlosser.....		331 00
Sidney A. Kent.....		493 00
Cook County Building & Loan Associa- tion, Lake View.....		600 00
J. L. Cochran.....		1,820 00
Oscar Charles.....		1,360 00
Daniel F. Bacon.....		418 00
Eben Ryder.....		105 00
Graceland Cemetery Co.....		924 00
Maurice J. Healey.....		607 70
Thomas J. Divan.....		150 00
Vopicka & Kubin.....		213 00
Carried forward,	\$ 11,531,784 40	\$ 11,524,179 90

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BOOK-KEEPER'S STATEMENT.		405	406	DEPARTMENT OF PUBLIC WORKS.	
Brought forward,	\$ 11,531,784 40	\$ 11,524,179 90	Brought forward,	\$ 45,470,562 18	\$ 45,435,162 56
Hardin, Hoffland & Carson.....		592 00	Water Works shop, stock.....	4,659 60	
John N. Young.....		1,840 00	Tapping department, stock.....	4,879 26	
A. J. Drexel.....		1,348 00	Water pipe and special castings.....	103,694 47	
David Bain.....		66 50	Brick account.....	40 00	
John E. Crate.....		66 50	Sewer pipe account.....	209 30	
Mrs. E. L. Young.....		66 50	Lead account.....	1,908 00	
J. N. Cunning.....		470 00	Michigan avenue city property.....	725 38	
Union Mutual Life Insurance Co.....		2,950 00	Cement account.....	118 75	
Ole Johnson.....		130 00	Water Works shop.....		492 42
Baird & Bradley.....		75 00	Hydrant wrenches.....		1,390 00
Water Fund.....	9,829 07		Ogden, Sheldon & Co.....		610 68
Water Works.....	16,902,190 28		John Tyrrell.....		150 00
Water Works income.....		25,193,724 15	West Chicago Park Commissioners....		1,130 57
Water Fund general taxes.....		2,713,878 53	S. H. Wheeler.....		250 32
Annexed territory.....		197,875 48	C. J. L. Meyer.....		200 00
Water loan bonds, 6 per cent.....		132,000 00	William D. Kerfoot & Co.....		4,232 94
Water loan bonds, 7 per cent.....		2,847,000 00	Julia F. Porter.....		185 90
Water loan bonds, 4 per cent.....		150,000 00	Adele F. Adams.....		638 10
Water loan bonds, 3 $\frac{1}{8}$ per cent.....		333,000 00	Conrad Seipp.....		431 00
Water loan bonds, 3 $\frac{1}{2}$ per cent.....		493,000 00	Baird & Bradley.....		2,568 26
Water loan bonds, canceled.....		859,000 00	Little Sisters of the Poor.....		500 00
Hyde Park bonds, 5 per cent.....		50,000 00	J. U. Borden.....		1,179 28
Hyde Park bonds, 7 per cent.....		384,000 00	C. & G. W. R. R. Co.....		882 00
Town of Lake bonds, 5 per cent.....		179,900 00	Lamsen Bros.....		682 83
Town of Lake bonds, 7 per cent.....		222,000 00	Estate C. H. McCormick.....		60 00
Lake View bonds, 4 per cent.....		50,000 00	S. E. Gross.....		2,146 85
Lake View bonds, 5 per cent.....		23,000 00	J. Stiles.....		1,240 00
Lake View bonds, 7 per cent.....		75,000 00	J. K. Cochran.....		646 42
Water loan interest.....	7,012,759 34		Barber Asphalt Paving Co.....		200 00
Water Works expense and repairs.....	9,865,160 97		L. B. Otis.....		499 17
American Exchange National Bank, N. Y.	133,230 94		Augustus Jacobson.....		325 00
M. Moriarty, clerk.....	100 00		B. F. Weber.....		2,936 08
J. W. Lyons, cashier.....	1,691 88		J. L. Lombard.....		966 00
W. S. Maher, clerk.....	50 00		J. L. Cochran.....		6,098 72
Meter department, stock.....	13,765 30		A. J. Drexel.....		1,101 22
Carried forward,	\$ 45,470,562 18	\$ 45,435,162 56	Carried forward,	\$ 45,586,796 94	\$ 45,466,906 30

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BOOK-KEEPER'S STATEMENT.

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Brought forward,	\$ 45,586,796 94	\$ 45,466,906 30
Crocker & Sweet.....		1,353 85
C. L. Hammond.....		4,419 44
Union Mutual Life Insurance Co.....		700 00
Dewey & Cunningham.....		7,146 81
Travelers Insurance Co.....		500 00
J. N. Young.....		442 85
Hardin, Hoffland & Carson.....		442 85
W. H. Colvin.....		781 26
Helen Culver.....		1,178 10
C. B. Shedd.....		747 32
James Barrell.....		653 90
Benjamin Allen.....		453 65
Graceland Cemetery Co.....		4,976 75
George Cleveland.....		1,785 61
B. F. Cronkrite.....		812 62
White & Coleman.....		7,720 87
John M. Brown.....		524 94
J. W. Chisholm.....		372 34
Bryan Lathrop.....		157 82
George D. Holton.....		48 88
J. H. Snitzler.....		78 88
R. W. Bridge.....		105 71
C. & W. I. R. R. Co.....		600 00
Calumet and Chicago Land & Dock Co.....		4,887 00
D. S. Place.....		7,164 35
E. A. Cummings & Co.....		22,662 84
George H. Rozet.....		534 27
James R. Mann.....		2,009 94
F. J. Bennett & Co.....		2,440 00
A. B. McChestney.....		283 00
Lincoln Brook.....		497 00
James Rood, Jr.....		1,314 53
Potwin & Morgan.....		778 09
Bogue & Hoyt.....		21,506 44
Eggleston, Mallette & Brownell.....		5,849 43
Carried forward,	\$ 45,586,796 94	\$ 45,572,867 64

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DEPARTMENT OF PUBLIC WORKS.

Brought forward,	\$ 45,586,796 94	\$ 45,572,867 64
Axel Chytraus.....		1,234 40
C. J. Ford.....		1,175 49
Wm. V. Jacobs & Co.....		5,099 51
James Darlow.....		350 00
J. H. Ludden.....		83 33
B. Halley.....		166 67
A. J. Toolen.....		125 00
F. H. Clark.....		125 00
C. B. Parson.....		1,289 75
C. S. Schoenman.....		800 00
Ed. Mendel.....		435 74
C. & N.-W. Ry. Co.....		131 36
Clara F. Bass.....		1,195 80
Board of Education.....		1,592 56
J. Q. Adams.....		124 69
City Hall Fund.....	3,468 29	
City Hall appropriation.....		1,715,956 10
Board of Education.....		3,397 18
City Hall (cost of).....	1,716,389 99	
	\$47,306,650 22	\$47,306,650 22

Respectfully submitted,

F. C. MEYER,

Book-keeper.

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Harris & Ewing (photographer) (1911-1917). Thompson, mayor of Chicago. No known restrictions on publication.

Date based on date of negatives in same range.

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Date based on date of negatives in same range.

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Inauguration of Mayor Busse, Council Chamber, City Hall, Chicago (1907 April 15). Chicago/ New York/ Washington: Geo. R. Lawrence Co. (1907). No known restrictions on publication.

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Words to live by. New Israelite M.B. Church. 75th Place 1625W. Chicago, Illinois.



Worth Township building. Illinois route 1. Chicago Heights, Illinois.



Worth Township building. Illinois route 1. Chicago Heights, Illinois.



Worth Township building. Illinois route 1. Chicago Heights, Illinois.



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