

ORDINANCE NO. 226

An ordinance relating to the establishing of permanent grades on Fifth (5) Avenue, Pine Street, Sixth (6) Avenue and Seventh (7) Avenue in the city of Garnett, Anderson County, Kansas.

Be it ordained by the Mayor and Councilmen of the city of Garnett:

Sect. 1- That the grade of Fifth (5) Avenue, from the grade stone situated on Main Street Forty (40) feet South, and Twenty-five (25) feet East of the South east corner of Block number Forty-six (46), Thence East to Pine Street, shall be as follows:- From grade stone, elevation Forty (40) feet: thence East to center of the Kansas, Nebraska and Dakota division of the Missouri Pacific Railway System, with rise of Thirty one hundredths (.30) feet in Fourteen and seven-tenths (14.7), feet ^{and thirty one hundredths $\frac{31}{100}$} elevation Forty (40) ¹ feet: thence East Fourteen and eight-tenths (14.8) feet with rise of Forty one hundredths (.40) feet, elevation Forty-one (41) feet (center of Atchison, Topeka and Santa Fee Railroad): thence East Fifty and nine-tenths (50.9) feet with fall of Forty-seven one hundredths (47) feet in Ten and two-tenths (10.2) feet, to grade stone, situated equal distance between the South West corner of Block number Forty-five (45), and the North-west corner of Block number Fifty six (56): elevation ~~Thirty-eight~~ and sixty-five one hundredths (38.65) feet: thence East Four hundred and twenty two and eight-tenths (422.8) feet, with fall of One (1) foot in Sixty-five (65) feet, to grade stone situated at junction of Fifth (5) Avenue and Pine Street elevation Thirty and sixty-two one hundredths (30.62) feet.

Sec. 2-----That the grade of Pine Street, from the junction of Fifth (5) Avenue to the junction with Seventh (7) Avenue shall be as follows: ^{from} Grade stone at the junction of Fifth (5) Avenue and Pine Street, elevation Thirty and sixty-two one hundredths (30.62) ^{feet} thence south one hundred and forty-eight and six-tenths (148.6) feet to the center of railroad track of the Kansas and Arizona division of the Missouri Pacific Railway system, fall thirteen one-hundredths ($\frac{13}{100}$) feet, elevation thirty-two and forty nine one-hundredths (32.49) feet, thence south two hundred and twenty-nine and ^{four} ~~two~~ tenths (229.4) feet, fall, Five ^{and $\frac{10}{100}$} (5) feet in Twenty-eight and one-tenths (28.1) feet, to grade stone at junction of Sixth (6) Avenue and Pine Street, elevation Twenty-six and forty-three one hundredth (26.43) feet: thence South Three hundred and seventy-six and seven tenths (376.7) feet, rise Six one hundredths (.06) feet in Ninety-four (94) feet, to grade stone at Junction of Seventh (7) Avenue and Pine Street. ^{Elevation Twenty-six and eighty-nine one hundredths (26.89) feet.}

Sec. 3-----

Sec. 3-----That the grade of Sixth (6) Avenue from junction with Main to junction
 with Pine Street, shall be as follows:- From grade stone at junction
 of Sixth (6) Avenue and Pine Streets, elevation Twenty-six and
 forty-three hundredths (26.43)^{feet}: thence West Two-hundred and seventy-
 four and five-tenths (274.5) feet, rise Thirty-four one hundredths
 (.34) feet, in Thirteen and seven tenths (13.7) feet, to grade stone
 , elevation Thirty-three and twenty-two one hundredths (33.22) feet: ~~thence~~
 West, Seventy-five and five tenths (75.5) feet, rise Forty-four one-
 hundredths (44)^{feet} in Twelve and eighty-seven one hundredths (12.87) feet,
 to center of track of Kansas and ^{Atchison} ~~Atchison~~ division of Missouri
 Pacific Railway, ^{System,} elevation Thirty-four and eighty-nine ^{one hundredths} (34.89) feet: ~~thence~~
 thence West, Seventy-four and ten one hundredths (74.10) feet fall,
 Two tenths (.2) feet in Thirty and five one hundredths (30.05) feet, to
 grade stone , elevation Thirty-four and Forty-nine one hundredths
 (34.49) feet: thence West, ^{One hundred feet (100) feet} rise Forty-four one hundredths (.44) feet in
 Twenty Five (25) feet, to grade stone situated equal distance between the
 South west corner of Block number Fifty-six (56) and the North west
 corner of Block number Sixty-five (65), elevation Thirty-six and twenty
 six one hundredths (36.26) feet, thence West Fifty-five and nine tenths
 (55.9) ^(12.5) feet, rise Sixty-three one hundredths (.63) feet in Twelve and five
 tenths ^(12.5) feet, to center of track of Atchison , Topeka and Santa Fee
 Railroad, elevation Thirty-eight and eighty one, one hundredths ^(38.81) feet:
 thence West Thirty-nine and nine tenths (39.9) feet, rise Twelve
 one hundredths (.12) feet, to grade stone, situated Forty (40) feet South
 and Twenty-five (25) feet East of the X South east corner of Block
 number Fifty-five (55) , elevation Thirty-eight and ninety-three one-
 hundredths (38.93) feet. *City Council April 3, 1897*
Approved by the Mayor April 4, 1897

Sec. 4-----That the grade of Seventh (7) Avenue from its junction with Pine
 Street, to its junction with Oak Street, shall be as follows:-Beginning
 at the grade stone , situated at the junction of Seventh (7) Avenue
 and Pine Street, elevation Twenty-six and eighty-nine one hundredths
 (26.89) feet: thence West Five hundred and twenty-four and nine
 tenths (524.9) feet, rise Ninety-nine one hundredths (99) ^{feet} in
 Sixty-five and sixty-two one hundredths (65.62) feet, to grade stone
 situated equal distance between the South west corner of Block
 number Sixty-five (65), and the North west corner of Block number
 Seventy-six (76) elevation Thirty-four and ^{one hundredths} ~~Seventy-seven~~ (34.77) feet:
 thence West Forty-seven and ten one hundredths (47.10) feet rise Forty-
 five one hundredths (.45) feet in Sixteen and Seventy-seven (16.77) feet
 to center of track of the Kansas, Nebraska and Dakota division of the
 Missouri Pacific Railway, elevation Thirty-six and fifty-nine one hun-
 dredths (36.59) feet: thence West Forty eight and three tenths (48.3) feet

fall, One tenth (.1)^{7a} foot, in Forty-eight and three tenths (48.3) feet
to center of track - Main line - of the Atchison, Topeka and
Santa Fee Railroad elevation ~~Thirty~~⁴⁹ and forty-nine one hundredths (36.49)
feet: thence West Eighty-three and seven tenths (83.7) feet, rise One -
tenth (.1)^{7a} foot in Eighty-three and seven tenths (83.7) feet to grade stone
elevation ~~Thirty six~~ and fifty-nine one hundredths (36.59) feet: thence
West Two hundred and thirty-two and four tenths (232.4) feet, rise
Sixty-five one hundredths (.65) feet in Fifty-eight and two tenths (58.2)
feet to center of main track of the Kansas, and Arizona division of the
Missouri Pacific Railway System, elevation ~~Thirty-nine~~ and twenty-nine
one hundredths (39.29) feet: thence West, Two hundred and seventeen and
five tenths (217.5) feet, rise Fifty-three one hundredths ^(.53) feet in
Twenty-eight and four tenths (28.4) feet, to grade stone situated at
junction of Seventh (7) Avenue with Oak Street.

Sec. 5-----That these grades are established in accordance with the plat and
profile as made by the City Engineer, John A. Rankin, this day filed
with the City Clerk, and adopted by the City Council.

Sec. 6-----All ordinances in conflict with this ordinance be, and ^{the same} are hereby
repealed.

Sec. 7----- This ordinance to take effect and be in full force after its
passage, approval and publication in the Republican Plaindealer.

Passed by the city council April 3rd 1899
Approved by the Mayor April 4th 1899

Attest
Sol Kauffman
City Clerk
Martin Setter Mayor

State of Kansas }
Anderson County }
city of Garnett here by certify that the foregoing
is a true and correct copy of an ordinance ~~ordinance~~ passed by
the city council at a regular meeting of said council held
April 3rd 1899, and approved by the Mayor April 4th 1899 as shown in
journal B page 141 of the proceedings of the Council of said date, and
published in The Republican Plaindealer April 7-1899

Sol Kauffman
City Clerk