

ORDINANCE NO. 242.

AN ORDINANCE APPROVING THE WHOLE COST OF THE IMPROVEMENTS MADE IN AND FOR PAVING AND SIDEWALK DISTRICT NO. 5 IN THE CITY OF GRAND JUNCTION, COLORADO, PURSUANT TO ORDINANCE NO. 178, ADOPTED AND APPROVED JUNE 11, 1910, AS AMENDED, AND PURSUANT TO THE RESOLUTIONS AND PROCEEDINGS OF THE CITY COUNCIL, ADOPTED PURSUANT TO SAID ORDINANCE NUMBER 178, AS AMENDED, APPROVING THE APPORTIONMENT OF SAID COSTS TO EACH LOT OR TRACT OF LAND IN SAID DISTRICT, ASSESSING THE SHARE OF SAID COST AGAINST EACH LOT OR TRACT OF LAND IN SAID DISTRICT, AND PRESCRIBING THE MANNER FOR THE COLLECTION AND PAYMENT OF SAID ASSESSMENT.

WHEREAS, the City Council and municipal officers of the City of Grand Junction, in the State of Colorado, have complied with all the provisions of law relating to said improvements in Paving and Sidewalk District No. 5, in the City of Grand Junction, pursuant to Ordinance No. 178 of said city as amended, and pursuant to the various resolutions, ordinances and proceedings taken under said ordinance; and

WHEREAS, the City Council has heretofore caused to be published the notice of the completion of said local improvement in said Paving and Sidewalk District No. 5, and the apportionment of the cost thereof to all persons interested and to the owners of the real estate which is described therein, said real estate comprising the district of land known as Paving and Sidewalk District No. 5, in the City of Grand Junction, Colorado, which said notice was caused to be published in the Daily News, the official newspaper of the City of Grand Junction (the first publication thereof appearing September 23, 1915, and the last publication thereof appearing October 5th, 1915); and

WHEREAS, said notice recited the share to be apportioned to and upon each lot and tract of land within said district assessable for said improvements and also the portion to be borne by the Denver and Rio Grande Railroad Company and recited that complaints or objections might be made in writing to the Council and filed with the clerk within thirty days from the first publication of said notice, to-wit, on or before and up to the 26th day of October, 1915, at four o'clock p. m., and recited that such complaints would be heard and determined by the Council at its first regular meeting after said thirty days and before the passage of any ordinance assessing the cost of said improvements; and

WHEREAS, The Denver and Rio Grande Railroad Company prior to the said October 26th, 1915, filed with the City Clerk its objections in writing to the assessment against the said company; thereafter a hearing before the City Council was had on the said objections, the said company being represented by George A. Luxford, and the Council, after duly considering the said objections, over-ruled the same; and

WHEREAS, the City Council has duly confirmed the statement prepared by the City Council and certified by the Mayor, showing the whole cost of said improvements and the apportionment thereof heretofore made as contained in that certain notice to property owners and to the Denver and Rio Grande Railroad Company in Paving and Sidewalk District No. 5 duly published in the Daily News, the official newspaper of the city, and has duly ordered that the cost of paving, sidewalks and improvements in said Paving and Sidewalk District No. 54 be assessed and apportioned against The Denver and Rio Grande Railroad Company and all of the real estate in said district in the proportions contained in the aforesaid notice; and

WHEREAS, from the statement made and filed with the city clerk by the city engineer, it appears that the whole cost of said improvements is the sum of Thirteen Thousand Ninety-six and 96/100 dollars (\$13,096.96) said amount including six per cent additional for cost of collection and other incidentals, and including interest to the 28th day of February, 1916, at the rate of six per cent per annum on the bonds heretofore sold to raise funds for the construction of said improvements; and

WHEREAS, from said statement it also appears that the city engineer has apportioned a share of the said whole cost to each lot or tract of land in said district and also to The Denver and Rio Grande Railroad Company, in the following proportions and amounts severally, to-wit:

(Note. Whenever in the following description, the numbers of the first and last lots are mentioned, such description shall, in every case, be understood to include the first, the intermediate and the last named lots and the sum of money is per lot.)

CITY OF GRAND JUNCTION, COLORADO.

BLOCK 6--Lot 21, \$25.79; lot 22, \$73.33; East 50 ft. of the following lots, lot 11, \$17.38; lot 12 to 16, each \$13.65; lots 17 to 19, each \$11.88; lot 20, \$14.20; South 50 ft. of lots 23 to 27, each, \$15.13.

BLOCK 8--Lot 17, \$73.86; lots 13, \$24.03; South 50 ft. of following lots, E 1-2 lot 22, \$6.65; W. 1-2 lot 22, \$6.65; lots 19, 20, 21, 23 and 24, each \$13.30.

BLOCK 9--South 50 ft. of lots 17 to 28, each \$13.30.

BLOCK 13--South 50 ft. of following lots, lot 17, \$17.64; lot 18, \$13.93; lots 19 to 30, each \$13.30.

BLOCK 15--Lots 1 and 32, each \$62.08; lots 2 and 31, each \$11.73.

BLOCK 16--Lot 15, \$24.03; lot 16, \$73.86; lot 17, \$56.84; lot 18, \$10.72.

BLOCK 17--Lot 1, \$73.86; lot 2, \$24.03; North 50 ft. of lots 3 to 9, each \$13.30; lot 11, \$79.38; lot 12, \$24.89; East 50 ft. of N 1-2 lot 13, \$6.65; lot 29, \$10.72; lot 30, \$56.84.

BLOCK 31--Lot 1, \$56.84; lot 2, \$10.72.

BLOCK 33--North 50 ft. of following lots, lots 7 to 11, each \$13.30; lot 12, \$17.02.

BLOCK 35--North 50 ft. of following lots, lot 1, \$17.02; lot 2, \$13.30; lots 13 to 15, each \$13.30; lot 16, \$14.37.

BLOCK 36--Lot 1, \$78.86; lots 2 and 15, each \$24.03; lot 16, \$73.86; North 50 ft. of following lots, lots 3 to 7 and 12 to 14, each \$13.30; lot 17, \$85.02; lot 18, \$26.16; South 50 ft. of following lots, lots 19 and 20, each \$18.30; lots 23 to 28, each \$14.55.

BLOCK 39--South 50 ft. of following lots, lots 22 to 25 and lot 28, each \$13.30; lots 29, \$11.17.

BLOCK 50--Lot 11, \$62.36; lot 12, \$11.59; lot 20, \$24.89; lot 21, \$79.38; North 50 ft. of following lots, lot

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\$14.37; lots 2 to 10, each \$13.30; East 50 ft. of lot 19, \$11.43; South 50 ft. of lots 24 to 29, each \$13.30.

BLOCK 53--Lot 1, \$67.99; lot 2, \$12.87; lot 31, \$10.72; lot 32, \$60.04.

BLOCK 54--Lot 31, \$24.53; lot 32 \$76.48; lot 1, \$91.31; lot 2, \$27.37; North 50 ft. of following lots, lot 3 E 1-2, \$6.65; W 1-2, \$6.65; lot 4, \$13.30; South 50 ft. of following lots, lot 17, \$14.37; lot 18 and lots 23 to 28, each \$13.30.

BLOCK 55--Lot 11, \$28.62; lot 12, \$92.56; lot 23, \$10.73; lot 24, \$56.85; lot 1, \$85.64; lot 2, \$26.79; North 50 ft of following lots, lots 3 and 4, each \$13.30; lots 5 to 10, each \$14.55; South 50 ft. of lots 19 and 20, each \$13.30.

BLOCK 57--Lot 1, \$56.84; lot 2, \$10.73.

BLOCK 58--Lot 1, \$73.86; W. 20 ft. of lot 2, \$20.29; E. 5 ft. of lot 2, \$3.73; lots 17 and 32, each \$56.84; lots 18 and 31, each \$10.73; North 50 ft. of lot 3, \$13.30.

BLOCK 61--Lot 11, \$79.38; lot 12, \$24.89; East 50 ft. of lot 13, \$13.30.

BLOCK 73--North 50 ft. of following lots, lot 15, \$13.30; lot 16, \$14.36.

BLOCK 75--South 50 ft. of lots 26 to 30, each \$13.30.

BLOCK 76--Lot 31, \$12.87; lot 32, \$67.99; lot 1, \$56.84; lot 2, \$10.72; North 50 ft. of lots 12 to 16 and E 1-2 lot 11, \$74.22.

BLOCK 77--Lot 1, \$57.37; lot 2, \$10.73; lot 13, \$67.99; lot 14, \$12.87; North 30 ft. of following lots, lot 23, \$2.58; lot 24, \$13.38.

BLOCK 78--Lot 1, \$73.80; lot 2, \$13.38.

BLOCK 79--Lot 1, \$67.99; lot 2, \$12.87; lot 31, \$10.73; lot 32, \$56.84.

BLOCK 81--Lot 31, \$10.73; lot 32, \$56.84; North 50 ft. of following lots, lots 1 and 16, each \$14.36; lots 2 to 7 and 9 and 10, each \$13.30; lot 8 E. and W. 1-2, each \$6.65; lot 15, \$13.30.

BLOCK 96--Lot 1, \$59.28; lot 2, \$10.73.

BLOCK 97--South 50 ft. of lots 21, 22 and 23, each \$13.30.

BLOCK 98--Lot 15, \$10.72; lot 16, \$56.84; lot 17, \$73.86; lot 18, \$24.03; South 50 ft. lot 19, \$13.30.

BLOCK 101--Lot 1, \$56.84; lot 2, \$10.73.

BLOCK 102--North 50 ft. of following lots, lot 1, \$14.37; lots 2 to 15, each \$13.30; lot 16, \$19.68.

BLOCK 103--Alley Paving, South 50 ft. of lots 1 to 15 and North 50 ft. of lots 18 to 32, each \$41.70.

BLOCK 104--Alley Paving, South 50 ft. of lots 11 to 16 and North 50 ft. of lots 17 to 22, each \$41.70.

BLOCK 114--North 50 ft. of following lots, lot 1, \$19.87; lots, 2, 4 and 5, each \$16.20.

BLOCK 115--North 50 ft. of following lots, lots 11 to 15 and lot 18, each \$14.07; lot 19, \$18.04.

BLOCK 121--Lot 1, \$56.84; lot 2, \$10.73.

BLOCK 122--North 50 ft. of following lots, lot 1, \$14.37; lots 2 to 9, each \$13.30; lots 10 and 11, each \$15.17; lot 12, \$14.00.

BLOCK 123--Lot 17, \$75.11; lot 18, \$25.28; South 50 ft. of following lots, lots 19 and 20, each \$14.55; lots 28 to 32 and W. 15 ft. of lot 27, \$74.48.

BLOCK 124--Lot 31, \$11.73; lot 32, \$62.09.

BLOCK 138--Lot 11, \$78.32; lot 12, \$24.88; North 50 ft. of

following lots, lot 1, \$14.37; lots 2, 3, 4, 9 and 10, each \$13.30; East 50 ft. of following lots, lots 13 to 15, each \$13.30; lot 16, \$15.80.

BLOCK 141--South 50 ft. of following lots, lot 17, \$14.36; lots 18 and 19, each \$13.30; E. 1-2 of lot 20, \$6.65.

BLOCK 145--Lot 15, \$24.03; lot 16, \$73.86; North 50 ft. of following lots, lots 1 to 8, each \$14.55; lots 9 to 14, each \$13.30.

BLOCK 147--Lot 1, \$56.84; lot 2, \$10.73.

BLOCK 148--N. 50 ft. of lots 31 and 32, \$27.85; S. 75 ft. of lots 31 and 32, \$45.49.

BLOCK 150--Lot 9, \$12.63; lot 10, \$66.67; North 50 ft. of lots 11 and 12, each \$13.30.

BLOCK 160--North 50 ft. of following lots, lots 1 to 4, each \$13.93; lots 5 to 10, each \$15.80.

BLOCK 163--North 50 ft. of following lots; lots 1 and 16, each \$17.02; lots 2 to 15, each \$13.30.

BLOCK 164--North 50 ft. of tract of land lying between Railroad right-of-way and a line 5 ft. West of the East line lot 11, \$37.07; North 50 ft. of lots 13 and 14, each \$13.30.

THE EAST 50 FEET OF FOLLOWING SOUTH FIFTH STREET TRACTS:

Tract commencing at the intersection of the west line of 5th St. and north line of the SE. 1-4 NW. 1-4 Sec. 23, thence W. 145 ft. S. 28.5 ft. E. 145 ft. N. 28.5 ft. \$15.16.

Tract commencing 28.5 ft. S. of the intersection of the W. line of 5th St. and the N. line of the SE, 1-4 NW. 1-4 Sec. 23, thence W. 145 ft. S. 35 ft. E. 145 ft. N. 35 ft., \$18.62.

Tract commencing 63.5 ft. S. of the intersection of the W. line of 5th St. and the N. line of the SE. 1-4 NW. 1-4 Sec. 23, thence W. 145 ft. S. 40 ft. E. 145 ft. N. 40 ft., \$21.29.

Tract commencing 103.5 ft. S. of the intersection of the W. line of 5th St. and the N. line of the SE. 1-4 NW. 1-4 Sec. 23, thence W. 145 ft. S. 25 ft. E. 145 ft. N. 25 ft., \$13.30.

Tract commencing 128.5 ft. S. of the intersection of the W. line of 5th St. and the N. line of the SE. 1-4 NW. 1-4 Sec. 23, thence W. 145 ft. S. 50 ft. E. 145 ft. N. 50 ft. \$26.60.

Tract commencing 178.5 ft. S. of the intersection of the W. line of 5th St. and the N. line of the SE. 1-4 NW. 1-4 Sec. 23, thence

W. 145 ft. S. 25 ft. E. 145 ft. N. 25 ft., \$13.30.

Tract commencing 203.5 ft. S. of the intersection of the W. line of 5th St. and the N. line of the SE. 1-4 NW. 1-4 Sec. 23, thence W. 145 ft. S. 182.5 ft. E. 145 ft. N. 182.5 ft., \$97.08.

Tract commencing 386 ft. S. of the intersection of the W. line of 5th St. and the N. line of the SE. 1-4 NW. 1-4 Sec. 23, thence W. 145 ft. S. 25 ft. E. 145 ft. N. 25 ft., \$13.30.

Tract commencing 411 ft. S. of the intersection of the W. line of 5th St. and the N. line of the SE. 1-4 NW. 1-4 Sec. 23, thence W. 145 ft. S. 50 ft. E. 145 ft. N. 50 ft., \$26.60.

Tract commencing 827.62 ft. W. and 40 ft. N. of the center of Sec. 23, thence N. 35 ft. W. 104 ft. S. 35 ft. E. 104 ft., \$18.62.

Tract commencing 827.62 ft. W. and 75 ft. N. of the center of Sec. 23, thence N. 25 ft. W. 104 ft. S. 25 ft. E. 104 ft., \$13.30.

Tract commencing 827.62 ft. W. and 100 ft. N. of the center of Sec. 23, thence N. 25 ft. W. 104 ft. S. 25 ft. E. 104 ft., \$13.30.

Tract commencing 827.62 ft. W. and 125 ft. N. of the center of Sec. 23, thence N. 50 ft. W. 104 ft. S. 50 ft. E. 104 ft., \$26.60.

Tract commencing 827.62 ft. W. and 175 ft. N. of the center of Sec. 23, thence N. 25 ft. W. 104 ft. S. 25 ft. E. 104 ft., \$13.30.

Tract commencing 827.62 ft. W. and 200 ft. N. of the center of Sec. 23, thence N. 50 ft. W. 104 ft. S. 50 ft. E. 104 ft., \$26.60.

Tract commencing 827.62 ft. W. and 250 ft. N. of the center of Sec. 23, thence N. 25 ft. W. 104 ft. S. 25 ft. E. 104 ft., \$13.30.

Tract commencing 827.62 ft. W. and 275 ft. N. of the center of Sec. 23, thence N. 25 ft. W. 104 ft. S. 25 ft. E. 104 ft., \$13.30.

Tract commencing 827.62 ft. W. and 300 ft. N. of the center of Sec. 23, thence N. 25 ft. W. 104 ft. S. 25 ft. E. 104 ft., \$13.30.

Tract commencing 827.62 ft. W. and 325 ft. N. of the center of Sec. 23, thence N. 50 ft. W. 104 ft. S. 50 ft. E. 104 ft., \$26.60.

Tract commencing 827.62 ft. W. and 375 ft. N. of the center of Sec. 23, thence N. 50 ft. W. 104 ft. S. 50 ft. E. 104 ft., \$26.60.

The East 50 ft. of following lots of Haggerty's First Subdivision--Lot 2, \$39.90; lot 3, \$66.50; lots 13 to 16, \$23.94.

TRACT ON SOUTH SEVENTH STREET.

The East 50 ft. of a:

Tract commencing at the N. 1-4 corner of Sec. 23, thence E. 132 ft. S. 150 ft. W. 132 ft. N. 150 ft., \$80.76.

CAPITOL HILL SUB. DIV.

The East 50 ft. of the following lots and tracts:

LOT 18--N. 75 ft. of S. 125 ft., \$39.90; S. 292 ft. of N. 392 ft., \$155.37; N. 100 ft., \$53.20.

LOT 19--S. 50 ft., \$26.60; N. 100 ft. of S. 150 ft., \$53.20; N. 100 ft. of S. 250 ft., \$53.20; S. 142 ft. of N. 267 ft., \$75.54; S. 75 ft. of N. 125 ft. \$39.90; N. 50 ft., \$26.60.

LOT 20--S. 92 ft., \$48.94; N. 75 ft., of S. 167 ft., \$39.90; N. 150 ft. of S. 317 ft., \$79.80; S. 50 ft. of N. 200 ft., \$26.60; S. 50 ft. of N. 150 ft., \$26.60; S. 50 ft. of N. 100 ft., \$26.60; N. 50, ft., \$26.60.

LOT 21--S. 50 ft., \$26.60; N. 100 ft. of S. 150 ft., \$53.20; N. 51 ft. of S. 201 ft. \$27.14; N. 51 ft. of S. 252 ft., \$27.14;

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4; N. 50 ft. of S. 302 ft., \$26.60; S. 100 ft. of N. 215 ft., \$53.20; N. 115

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ft., \$61.18.

LOT 22--S. 50 ft., \$26.60; N. 42 ft. of S. 92 ft., \$22.34.

MOBLEY'S SUB DIVISION.

BLOCK 2--Wilson's Subdivision of Block 2 of Mobley's Subdivision--Lot 11, \$25.53; lot 12, \$81.52; lot 13, \$62.09; lot 14, \$11.72; West 50 ft. tract commencing 200 ft. N. of the SW. corner of Block 2, thence E. 125 ft. N. 50 ft. W. 125 ft. S. 50 ft., \$26.60; the East 50 ft. of following lots, lot 1, \$10.64; lots 2 to 10, each \$13.30.

BLOCK 3--W. 41 ft. of the N. 1-2, \$91.20; N. 50 ft. of E. 41 ft. of the W. 82 ft. of the N. 1-2, \$23.72; N. 50 ft. and E. 50 ft. of the following tract, viz. N. 62 1-2 ft. of the E. 100 ft. of the N. 1-2, \$91.23; E. 50 ft. of the S. 62 1-2 ft. of the E. 100 ft. of the N. 1-2, \$33.25; E. 50 ft. of the S. 1-2, \$67.56.

BLOCK 6--N. 50 ft. of the E. 125 ft. of lot 13, \$100.89; W. 10 ft.

of the E. 135 ft., the N. 50 ft. of lot 13, \$5.62; the N. 50 ft. of the E. 7.5 ft. of the W. 135 ft. of lot 13, \$4.23.

BLOCK 7--E. 50 ft. of lot 3, \$31.92; lot 5, \$60.56; lot 6, \$10.73.

BLOCK 8--The East 50 ft. of the following lots; lot 1, \$13.03; lots 2 to 6, each \$13.30.

ASSESSMENT AGAINST THE DENVER AND RIO GRANDE RAILROAD COMPANY.

Tract commencing at the intersection of the West line of Fifth St. with the North line of Section 23 T. 1 S. R. 1 W. Ute Mer., thence south to the south line of the NW. 1-4 of said Sec. 23, thence West 50 ft., thence N. to the north line of Sec. 23, thence East 50 ft., \$872.92.

Tract commencing at the SE. corner of Block 8 of Mobley's Sub. Div., thence South 45.5 ft., thence West 50 ft., thence North 45.5 ft., thence East 50 ft., \$24.21.

Tract commencing at the intersection of the North line of Block 161 of the original Townsite of Grand Junction with the right of way line of the Denver and Rio Grande Railroad, thence South 50 ft., thence East 43.8 ft. to said right of way line, thence Northwesterly along said line to the place of beginning, \$6.23.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

Section 1. That the said whole cost and apportionment of the same, as hereinbefore set forth, is hereby assessed against The Denver and Rio Grande Railroad Company and all the real estate in said district and to and upon each lot or tract of land within said district and against such persons and in the proportions and amounts which are severally hereinbefore set forth.

Sec. 2. That said assessments are hereby declared to be a lien in the several amounts assessed against The Denver and Rio Grande Railroad Company and each lot or tract of land herein described from the final publication of this ordinance, and shall have priority over other liens, except general taxes, As to any subdivisions of any real estate hereby assessed, the assessment shall in each case be a lien upon all the subdivisions in proportion to their respective areas.

Sec. 3. That said assessments shall be due and payable within thirty days of the final publication of this ordinance, without demand; provided, that all such assessments may, at the election of the owner, be paid in installments with interest as hereinafter provided. Failure to pay the whole assessment within said period of thirty days shall be conclusively considered and held an election on the part of all persons interested, whether under disability or otherwise, to pay in such installments. All persons

so electing to pay in installments shall be conclusively considered and held as consenting to said improvements, and such election shall be conclusively held and considered as a waiver of any and all rights to question the power and jurisdiction of the city to construct the improvements, the quality of the work, the regularity or sufficiency of the proceedings, or the validity or correctness of the assessment.

Sec. 4. That in case of such election to pay in installments, the assessments shall be payable in ten equal annual installments of the principal, with interest upon unpaid installments, payable semi-annually, at the rate of six per centum per annum. The first of said installments of said principal shall be due on the 28th day of February, A. D. 1916, and shall be payable on or before said day, and the remainder of said installments shall be due on the same day of each year thereafter and shall be payable on or before the said day of each year, until all of said installments are paid in full.

Sec. 5. That the failure to pay any installment whether of principal or interest as herein provided, when due, shall cause such unpaid installment or installments and accrued interest to thereafter draw interest at the rate of one per cent per month or fraction of a month until the day of sale, as by law provided, but at any time prior to the day of sale the owner may pay the amount of such delinquent installment or installments, with interest at one per cent per month or fraction of a month, as aforesaid, and all penalties accrued, and shall thereupon be restored to the right thereafter to pay in installments in the same manner as if default had not been suffered. The owner of any piece of real estate not in default as to any installments, may at any time pay the whole of the unpaid principal, with interest accrued.

Sec. 6. That payment may be made to the City Treasurer at any time within thirty days after the final publication of this ordinance, and an allowance of the six per cent added for cost of collection and other incidentals, and of the interest from the date of payment to the 28th day of February, A. D. 1916, shall be made on all payments made during such period of thirty days.

Sec. 7. That all the provisions of Ordinance No. 178 of the City of Grand Junction, adopted and approved June 11, 1910, as amended by Ordinance No. 208 and by Ordinance No. 239, shall govern and taken to be a part of this ordinance, with respect to the creation of said Paving and Sidewalk District No. 5, the construction of the improvements therein, the apportionment and assessment of the cost thereof, and the collection of the assessment.

Sec. 8. That this ordinance after its introduction and first reading shall be published once in full in The Daily News, the official newspaper of the city, at least ten days before its final passage, and after its final passage shall be numbered and recorded in the city ordinance record, and a certificate of such

adoption and publication shall be authenticated by the certificate of the publisher and the signatures of the Mayor and the Clerk, and shall be in full force and effect on and after the date of such final publication, except as otherwise by the Charter of the City of Grand Junction provided.

Introduced and read at a regular adjourned meeting of the City Council this 26th day of November, A. D. 1915.

Adopted and approved the 14th day of December, A. D. 1915.

Authenticated and approved the 14th day of December, A. D. 1915.

/s/ Chas. E. Cherrington
Mayor.

Attest:
/s/ Charles K. Holmburg
City Clerk.

I HEREBY CERTIFY, that the foregoing ordinance, entitled "An Ordinance Approving the Whole Cost of the Improvements Made in and for Paving and Sidewalk District No. 5 in the City of Grand Junction, Colorado, Pursuant to Ordinance No. 178, adopted and approved June 11, 1910, as amended, and Pursuant to the Resolutions and Proceedings of the City Council adopted Pursuant to said Ordinance No. 178, as amended, Approving the Apportionment of said Costs to each lot or tract of Land in said District, Assessing the Share of said cost against each Lot or Tract of Land in said District, and Prescribing the Manner for the Collection and Payment of said Assessment," was introduced and read at a regular adjourned meeting of the City Council of the City of Grand Junction, held on the 26th day of November, A. D. 1915, and that the same was published in full in The Daily News, a daily newspaper published and in general circulation in said city, at least ten days before its passage.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of said city, this 14th day of December, A. D. 1915.

/s/ Charles K. Holmburg
City Clerk.

Final publication, December 15, 1915.