

A NEW KIND OF TAX BILL.

It Will Be Issued in This City for the First Time Next Year.

The Cost of Maintaining Asphalt, Paved Streets After the Expiration of the Five Years' Guarantee Falls on Property Owners.

Within the next five years the maintenance guarantee of five years on 211,880 square yards on ten and three-tenths miles of asphalt street pavement will expire, and beginning with next year the streets which were paved five years ago will begin to be a luxury in the matter of added cost, besides the original cost of construction. The cost of maintaining the streets during each succeeding year will be cumulative, as the streets which are maintained in 1894 must be maintained during each succeeding year at a cost of 8 cents per square yard per year and the total cost of maintaining the asphalt streets during the next five years will be \$48,683.32.

This cost must be borne by the property owners, according to the terms of the contract entered into between the city and the company. The company agrees to maintain the streets for five years free of charge, but after that time the property owners must maintain the streets themselves until they demand a new pavement.

The average cost of the original pavement is \$2.80 per square yard, and at the end of ten years the pavement will have cost \$3.20 per square yard. The cost of maintaining the street for five years after the expiration of the five years' guarantee amounts to 40 cents per yard, or one-seventh of the original cost of the pavement.

City Engineer Donnelly has prepared a statement showing when the guarantee expires on all the asphalt pavement laid since 1883, when the first asphalt pavement was laid in Kansas City. The guarantee on eight streets expires this fall, and the board of public works, at its inspection of the three streets where the guarantee first expires, will establish a precedent or standard of excellence for succeeding years. At the end of the guarantee the city must accept the streets on which the guarantee expires and the board will inspect three streets to-day.

If the pavement is in proper condition it will be accepted. If not, the asphalt company will be required to place it in proper condition, in accordance with its maintenance guarantee. The streets to be inspected to-day are Walrond avenue, from Independence to St. John; Wyandotte, from Fifth to Ninth, and Fifteenth, from Campbell to Virginia.

The streets paved with asphalt this year will have to be maintained by the property owners after 1893; those paved last year from 1897; those in 1891 from 1896; those in 1890 from 1895; those in 1889 from 1894; those in 1888 from this year.

The streets on which the guarantee expires during the next five years are as follows, with the date of expiration:

September 17, Walrond avenue, from Independence to St. John avenue, and Wyandotte street, from Fifth to Ninth; November 23, Belleview avenue, from Fourteenth to Sixteenth, Sixteenth street, from Belleview to West Prospect place, and Highland avenue, from Sixth to Ninth; December 7, Fifteenth street, from Campbell to Virginia; December 15, Woodland, from Independence avenue to Ninth street.

In 1894—April 8, Ninth street, from Woodland to Prospect avenue; April 28, Olive street, from Independence avenue to St. John; May 8, Wall street, from Eighth to Ninth; May 13, Twenty-seventh street, from Troost to Tracy avenue; November 4, Summit street, from Twenty-first street to the Southwest boulevard; November 19, Brooklyn avenue, from Independence avenue to Amie street; November 23, Belleview avenue, from Sixteenth to Seventeenth; November 27, Twenty-seventh street, from Tracy to Lydia avenue; December 31, McGee street, from Twelfth to Nineteenth.

In 1895—January 14, Baltimore avenue, from Ninth to Twelfth street; June 18, Forest avenue, from Twenty-second to Twenty-seventh; October 21, Wall street, from Seventh to Eighth; November 13, Merchants' alley, from Tenth to Eleventh and Tenth street, from Broadway to Central; December 4, May street, from Fifth to Sixth, and Wyandotte street, from Fourth to Fifth.

In 1896—May 22, Olive street from Twelfth to Eighteenth; June 26, Eighteenth street from Prospect to Indiana; July 8, Broadway from Tenth to Eleventh; September 24, Peery avenue from Olive street to Prospect avenue, and Tenth from Olive to Prospect; November 7, Campbell street from Eighth to Ninth; November 25, St. John avenue from Monroe to Walrond; December 21, Cherry street from Twenty-sixth to Thirty-first.

In 1897—June 23, Ninth street from Delaware to Broadway; October 12, Delaware street from Fourth to Ninth; October 14, Main street from Missouri avenue to Seventh, Walnut street from Ninth to Twelfth, and Eighth street from Penn to Jefferson; October 26, Main street from Seventh to Twelfth; November 4, Walnut street from Thirteenth to Sixteenth; November 19, Eleventh street from Main to Grand avenue, and Fifth street from Walnut to Grand avenue; December 20, Prospect avenue from Independence avenue to Twelfth street.

The total amount of asphalt to be maintained during the next five years is 211,880 square yards, or 10.8 miles. During the next year 41,291 square yards must be maintained at a cost of \$4,805.33; in 1895, 64,693 yards at a cost of \$6,700.84; in 1896, 105,600 yards at a cost of \$8,523.48; in 1897, 163,717 yards at a cost of \$18,000.83; during 1898, 211,880 yards at a cost of \$16,050.40.

The maintenance cost must be paid by the property owners, regardless of the actual cost to the company, and is assessed in special tax bills against the property.