

PROCEEDINGS OF COMMON COUNCIL.

REGULAR SESSION—OCTOBER 19, 1891.

The Common Council of the City of Indianapolis, met in the Council Chamber, on Monday evening, October 19th, A. D. 1891, at 8:00 o'clock, in regular session.

PRESENT—Hon. W. M. Hicklin, President *pro tem.* of the Common Council, in the Chair, and 14 members, viz: Councilmen Burns, Coorer, Davis, Dunn, Gasper, Gauss, Hicklin, Martindale, Murphy, Myers, McGill, Olsen, Rassmann and Sweetland

ABSENT, 11—viz: Councilmen Austin, Coy, Markey, Nolan, Olsen, Sherer, Stechhan, Trusler, Weber, Woollen and President Yontz.

The Proceedings of the Common Council for the regular session held May 4, 1891, having been printed and placed upon the desks of the Councilmen, said Journals were approved as published.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

By Board of Public Works. Read first time :

G. O. No. 39, 1891.—An ordinance confirming and approving a certain agreement and contract made and entered into on the 5th day of October, 1891, by and between the City of Indianapolis and the Jenney Electric Motor Company, wherein said company is granted the use of certain streets in the City of Indianapolis for the purpose of distributing light, heat and power by electricity.

Referred to Committee on Public Light.

By Board of Public Works. Read first time:

S. O. No. 4, 1891.—An ordinance authorizing the improvement of the roadway of Stevens street, from the west line of Virginia avenue to the east line of East street, by grading and paving the roadway to a width of twenty feet, with Standard Trinidad Asphalt Sheet Pavement, re-setting the curb where necessary, curbing with stone the outer edges of the sidewalks thereof, and grading, paving and curbing the wings of the connecting streets and alleys.

REPORTS FROM CITY OFFICERS.

The Board of Public Safety submitted the following communication accompanied by a report from the Chief Fire Engineer.

DEPARTMENT OF PUBLIC SAFETY, OFFICE OF THE BOARD,
ROOM 6, BASEMENT COURT HOUSE, *Indianapolis*, Oct. 10, 1891. }

To the Finance Committee of the Common Council of the City of *Indianapolis*:

Gentlemen:—When entering upon our duties as members of the Board of Public Safety, we made a close inspection of the Fire Department, and found most of the machinery unfit for actual service. Our city limits have been extended, and that part of the city recently annexed, is totally without fire protection. We deem it our duty to make known the wants of our Fire Department, and shall ask only for that which is absolutely necessary.

We would recommend for the business portion of the city, three new engines; three new hose carriages; one new feed wagon, and 5,000 feet of new hose. We also need a new barn for the care and protection of extra or disabled horses, as well as for storing extra material and feed, and ask an appropriation to meet the above demands. Our interest and untiring efforts have been to promote in the highest degree the success of this Department. We herewith inclose a communication from Chief Webster, which we endorse.

Respectfully yours,

STERLING R. HOLT,
Chairman Board of Public Safety.

HEADQUARTERS FIRE DEPARTMENT,
OFFICE CHIEF FIRE ENGINEER, *Indianapolis*, Oct. 10, 1891. }

To the Board of Public Safety:

Gentlemen:—In our Fire Department we have six steam fire engines.

Engine No. 1, built by Clapp & Jones, of Hudson, N. Y., has been in service since April, 1881, and is in good condition.

Engine No. 2 has been in service 17 years.

Engine No. 3 has been in service 17 years.

Engine No. 4, having been re-built three years since, is in good repair.

Engine No. 5 has been in service 17 years.

Engines Nos. 2, 4, 5 and 6, were built by the Ahrens Manufacturing Company, of Cincinnati, Ohio.

Engine No. 3 was built by the Amoskeag Company, of Manchester, N. H.

Since January 1, 1891, one of these three (2, 3 and 5,) engines have been in the shops undergoing repairs, almost continually, as hardly a run has been made by either of these three engines without something giving out. The cost of repairs is not enormous; but in order to make a very slight repair, necessitates an engine being out of service for a week and more, and these when brought in service where hard work is needed, one of these engines is invariably taken to the shop for repairs.

Now, gentlemen, I feel that I but do justice to myself and the tax payers, when I assert that these engines, after 17 years of service, are not reliable, and should a conflagration occur where the most reliable engines are none too good, I can but confidently expect to be badly left, if I have to depend on machinery which to-day should be in the scrap pile. In so long as we have no fires of any magnitude, these engines are good enough; but all cities have fires, and we have ours, and will continue to have them; and having charge of this department, in which the tax payers are so largely interested, I do not hesitate to say that putting our trust in such worn out machinery is dangerous in the extreme.

And now, gentlemen of the Board of Public Safety, I wish to place myself on record as asking for better apparatus with which to give better protection to our fast growing city from the ravages of fire; but if I am compelled to fight conflagrations with my hands virtually tied by the use of such apparatus, I have but one recourse, and that is to fall back on my record as having asked for something which can be relied on in time of need.

The No 5 is in shop now at this date. The No. 3 will have to be overhauled as soon as the No. 5 is in service. Her boiler is leaking, but to what extent she is damaged can not be determined until she is taken apart and thoroughly examined.

Engine No. 2 has been repaired in the last few months to the amount of \$86 91, with a bill for this month not in. No. 6 has been repaired in the last few months

to the amount of \$118.70, and is in the shop now undergoing repairs. This engine was turned over to me by my predecessor as condemned. Engine No. 3 has been repaired in the last few months to the amount of \$143.00, and will be put in the shop this week again.

In addition to that, I think we should have a powerful engine, capable of handling a "1½ or 1¾" stream located in the center of the city, for use in the mercantile districts, as a smaller stream than the one above mentioned would be useless on a hot fire, as such fires are never reached by small bodies of water, the extreme heat turning them to steam, consequently no benefit is derived from them.

We have three Hook and Ladder Trucks and one Aerial Ladder; one Chemical engine located at Headquarters, and one on Virginia avenue and Huron street. We have just completed a house on Sixth street, and will doubtless have one there soon. In the extreme northeast and north, south and southeast, we have no water. We have in service 801 fire hydrants, and need at least 400 additional, divided in the above districts. When the Water Works were put in this city, fire-hydrants were placed on the street and alley corners in the entire commercial districts. Some time after the Water Company was ordered to remove the alley hydrants, thereby cutting off one third of our water capacity. The necessity for a double hydrant placed in the center of the following squares, is plain to be seen by any one having knowledge of the condition of things. In case of fire where we are compelled to lay such long lines of hose, it is impossible to get sufficient pressure. Center hydrants should be placed on the following streets, viz:

Washington street, from Noble to Missouri streets; Meridian street, from Circle to Union tracks; Illinois street, from Ohio to Union Station; Pennsylvania street, from Ohio to Georgia streets; Delaware street, from Ohio to Georgia streets; Market street, from Delaware to Tennessee streets; Ohio street, from Delaware to Tennessee streets; Maryland street, from Alabama to Tennessee streets; Georgia street, from Delaware to Missouri streets.

We have ten hose wagons, carrying 7,600 feet of hose which are good — as my predecessor purchased but 2,000 feet during his two years as Chief of this Department, and 5,000 feet purchased in February, 1891—making only 7,000 feet of hose that are safe, as a second line held in reserve, having been in service from four to six years, far beyond what is considered the life of any hose, can not be relied upon where high pressure is needed.

In my estimate for the year commencing September 1, 1891, I asked for 5,000 feet of new hose, when in fact we should have at least 7,000 feet; but realizing that our requirements for the present year would be many, and consequently expensive, I thought to ask the Council for an extra appropriation later in the year.

Another very important item is, that all cisterns on streets where water mains are now laid, should be connected with such mains with a four or six inch pipe, so that in time of fire we will not be compelled to lay more hose on the ground to keep the engines working than we do from the engines to the fire, as we are compelled to do at the present time. Very many of these cisterns are on streets where improvements are contemplated. I would recommend that the connections be made as soon as possible.

Respectfully submitted,

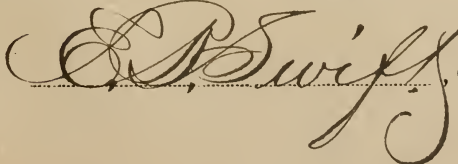
J. H. WEBSTER, Chief of Fire Force.

Which were referred to a special committee consisting of Councilmen Murphy, Gasper and Hicklin.

On motion, the Common Council then adjourned.

 , President *pro tem*.

Attest:

 , City Clerk.