

PROCEEDINGS
OF THE
COMMON COUNCIL.

REGULAR SESSION.

CHAMBER OF THE COMMON COUNCIL OF THE }
CITY OF INDIANAPOLIS, }
MONDAY, MARCH 21, 1870, 7. OCLOCK P. M. }

The Common Council met in regular session.

Present—His Honor, the Mayor, Daniel Macauley, in the chair,
and the following members :

Councilmen Brown, Cottrell, Gimber, Harrison, Heckman, Kahn,
Kennington, Locke, Marsee, Newman, Pyle, Shepherd, Thalman,
Thoms, Weaver, Whitsit, Wiles and Woodburn—18.

Absent—none.

The proceedings of the regular session held March 14, 1870, were
read and approved.

Sealed proposals were opened and read, and referred to the Com-
mittee on Contracts.

On motion the contracts and bonds of Samuel Hanway, for the improvement of Christian Avenue, were accepted and approved.

Dr. Woodburn presented the following communication :

INDIANAPOLIS, March 21, 1870.

To the Mayor and Common Council of the City of Indianapolis :

GENTLEMEN:—The proposals made by me for the shade trees to be planted along Illinois street, have been accepted by your honorable body, but the Engineer of the City thinks that I have to furnish forest trees instead of nursery trees, as was intended in the proposals. Then I cannot stand to the bid.

Respectfully submitted,

VICTOR REMAS.

Which was received.

On motion by Dr. Woodburn the vote by which the contract for planting trees on Illinois street, was awarded to Victor Remas, was reconsidered.

Dr. Woodburn moved that the bid of Victor Remas, be rejected.

Which was adopted.

Dr. Woodburn offered the following motion :

Whereas Victor Remas has failed to file his bond and contract for erecting shade trees, and boxing the same, on Illinois street, from Ohio to Tinker street, that the contract be awarded to Thomas Hutchins.

Which was adopted.

Dr. Woodburn presented the contract and bond of Thomas Hutchins, for the planting of trees on Illinois street, between Ohio and Tinker streets.

Which was accepted and approved.

Mr. Marsee presented the following report from Mr. Lane, Sewerage Engineer :

INDIANAPOLIS, March 21, 1870

To John L. Marsee, Esq., Chairman of the Committee on Drainage and Sewerage of the City of Indianapolis :

SIR:—The undersigned respectfully submits to you a drainage plan, embracing a system of sewers for the city of Indianapolis.

On this plan, the location and size of the sewers are laid down for all the streets now existing, except those in that part of the city north of First and St. Mary streets, which was annexed to the city in December last. The grades and levels of the streets in this district have not been furnished me, and as it will form a separate drainage district, it is considered sufficient for the purposes of this report to state, in the proper place, how it is proposed to drain that district, and the other suburban property lying to the north of it, which may be hereafter incorporated into the city.

The whole area embraced within the city is now about thirty-two hundred and sixty acres.

The city is situate for the most part on a gravelly plain. The height of this plain above low water in the White river, which borders the city on the west, is about forty feet. This plain rises near the northern limits of the city to the height of fifty-one feet above the river, while along the National Road, on Washington street (the main street of the city), the highest point is about forty-three feet—this is near Delaware street; in front of the State House the height above the river is thirty-seven feet.

The southern part of the city is more broken, being intersected by Pogues run—a stream which drains a large area to the northeast of the city—and which enters the city near the northeastern limit, and passes in an irregular course, generally toward the southwest, and empties into White river below the city.

The southern part of the city has a clayey soil, entirely different from the northern part, and the surface drainage does not readily percolate through the subsoil, cellars here being sometimes flooded with water, which never occurs in the northern part of the city.

The greatest elevation in the south part of the city is on Elm street, near the city line, which is sixty-two feet above the river. The elevation of Fletcher avenue at the city line is fifty-five feet.

The surface drainage of the city generally passes into Pogues run, except that from the district lying north of Washington street and west of the Canal.

The City Engineer, Mr. R. M. Patterson, has furnished me, for the purpose of making this plan, with the profiles of a series of levels run easterly along the Cincinnati Railroad to the summit, which he finds to be one mile and one-eighth from the city line, and at an elevation of seventy-nine feet above the river; also along the Michigan road, the summit of which he finds to be three-fourths of a mile easterly of the city line, and one hundred feet above the river; also along the Central Railroad to the summit, which he finds to be one mile and one-fifth east of the corporation line, and ninety-nine feet above the river; also along the National road, the summit of which he finds to be one and one half miles east of the corporation line, and one hundred and twenty-two feet above low water; also along the road leading east on the north side of the Arsenal grounds, the summit of which is found to be one mile east of the city line, and one hundred and five feet above the river.

All the surface elevations marked on the plan herewith submitted are also taken from the plans furnished from his office.

It will be readily understood, that in any plan for the drainage of Indianapolis, whether Pogue's run be turned into Fall creek or not, provision must be made for the drainage of the water shed above referred to, lying outside and directly east of the city. The area of this suburban district is about fifteen hundred acres.

In the plan now presented for the drainage of the city, the principal or main sewer is located in Kentucky avenue, and discharged into White river. This point is as far down stream as the sewage can be discharged without great expense. The direction of the river here is such, that it will carry the sewage away from the city.

Through this sewer it is proposed to drain all of the city lying east of the Canal, south of First and St. Mary streets, and north of McCarty street, and also a portion of the city on the west side of the Canal, lying between Market and Merrill streets. This sewer, and the sewers in the system of which this large sewer is the main trunk, are designed to be large enough to drain this whole district of the city, embracing about fifteen hundred and ninety acres, and also the district outside and directly east of the city before referred to, embracing fifteen hundred acres.

The remaining portions of the city, viz.: All that district south of McCarty street, comprising two hundred and eighty acres, is to be drained through the Ray street sewer, which is now built; and the western district, embracing that part of the city west of the Canal and north of Market street, containing three hundred and forty acres, is to be drained through a main sewer located in Bright street, and continued southerly from New York street along the west side of the mill race, crossing Washington street and discharging into White river just above the outlet of the race.

The main sewer in Kentucky avenue is to be circular in form, with an interior diameter of eight feet; it is to continue of this size to Pennsylvania street, where it changes to seven and one-half feet diameter, continuing of this size to Noble street; and thence to Winston street to be seven feet interior diameter.

The largest branch of this sewer is the South street sewer, which drains about seven hundred acres—three hundred acres of which are in the city, and about four hundred acres are east of the corporation line. The size of this sewer, from Kentucky avenue to Meridian street, is to be a circle of five and one-half feet interior diameter; from Meridian to East street, it is to be five feet interior diameter; and thence through South street and Fletcher avenue to the city line, it is to be four and one-half feet interior diameter.

The sewer shown in Merrill street is to be four feet in diameter, from Kentucky avenue to Illinois street; thence to Delaware street, three and one-half feet diameter; and thence to Virginia avenue, three feet diameter; and in Virginia avenue to Cedar street, two and one-half feet diameter.

There are several blocks in Merrill street that are not graded, and it is supposed that this Merrill street sewer will not be built in many years. The surface drainage which would pass through this sewer if built, can easily be thrown into the South street sewer, through a sewer in Madison street.

The South street and Merrill street sewers are the only lateral sewers of large size which discharge into the main sewer from the southern part of the city.

Some of the principal branches of this large main sewer, on the north side, are:

First.—The Mississippi street sewer, which from Kentucky avenue to Vermont street is to be three and one-half feet diameter; thence to North street three feet diameter; thence to St. Clair, two and one-half feet diameter; thence to Pratt street, eighteen inches; and thence, for one block, a twelve inch pipe sewer.

Second.—The Illinois street sewer, which is to be three and one-half feet diameter from Washington street to Michigan; thence to Walnut, three feet diameter; and thence to St. Joseph street, two and one-half feet diameter.

Third.—The Pennsylvania street sewer, which is to be four feet in diameter from Washington street to Massachusetts avenue, and through this avenue to Alabama street; thence to East street, three and one-half feet diameter; thence to Ash street, three feet diameter; and thence to the railroad, two and one-half feet diameter.

Fourth.—The Noble street sewer, which is to be three feet diameter for one block to Market street; thence to Vermont, two and one-half feet diameter; and thence to North street, two feet diameter.

The size of the sewer draining the Western District is to be, from its outlet to New York street, and through New York street to Bright street, four and one-half feet diameter; thence in Bright street to Michigan street, four feet diameter; thence to North street, three and one-half feet in diameter; thence in North street to Blake street, three feet diameter; and thence in Blake street to Rhode Island street, two and one-half feet diameter.

The sizes of the lateral sewers, not herein mentioned, as well as the sizes of the large sewers above described, are all indicated on the plan; it will not therefore be necessary, for the purpose of a general description of the work, to state all these sizes in this report.

An idea of the system of sewerage recommended for adoption, can be obtained from the following synopsis, in which will be described—

1. The sizes of the sewers.
2. The grades, or rate of inclination, per one hundred feet.
3. The forms of the sewers.
4. The materials of which the sewers are to be built.

1. The sizes. These are calculated to be large enough to carry off one and one-half inches rain fall per hour.

The sizes are to be in interior area equal to circles of the following diameters, to-wit: 8 feet, $7\frac{1}{2}$ feet, 7 feet, $6\frac{1}{2}$ feet, 6 feet, $5\frac{1}{2}$ feet, 5 feet, $4\frac{1}{2}$ feet, 4 feet, $3\frac{1}{2}$ feet, 3 feet, $2\frac{1}{2}$ feet, 2 feet, $1\frac{1}{2}$ feet, $1\frac{1}{4}$ feet and 1 foot.

The smallest size adapted for any sewer, is twelve inches interior diameter.

To give an idea of the location of the smaller sewers, and their enlargement as they approach the main sewer, you will see, by referring to the plan,

that the size of the sewer on Delaware street, from New York street to Ohio street, is twelve inches diameter; at Ohio street it receives the twelve inch sewer, running one block, from Alabama street to Delaware, and it is here at this junction enlarged to fifteen inches diameter, and continues this size to Market street, where it receives the twelve inch sewer, in Market street running one block, from Alabama street to Delaware, and is here enlarged to eighteen inches diameter, and continues this size to the commencement of the curve which connects it with the main sewer in Washington street; the size of the sewer on this curve is to be two feet interior diameter.

As the sizes here recommended are smaller than those adopted in some cities, though they correspond with the practice in Chicago, Brooklyn and New York, the following table is given to show the proportional capacities of sewers of different sizes, with the same grade or rate of fall. The figures in the first column show the diameters, those in the second column show the relative discharging powers:

Diameter.	Discharge.		Diameter.	Discharge.
1 foot.	1		4.5 foot.	42.96
1.25	1.75		5	55.90
1.5	2.76		5.5	70.94
2	5.66		6	88.18
2.5	9.88		6.5	107.72
3	15.59		7	129.64
3.5	22.92		7.5	154.05
4	32		8	181.02

From this table you will see that a sewer one and one-half feet diameter, will discharge 2.76 times the quantity discharged by a sewer one foot diameter; a sewer two feet diameter will discharge five and two-third times the quantity discharged by a sewer one foot in diameter; a sewer four feet diameter, will discharge thirty-two times the quantity discharged by a sewer one foot in diameter, and more than five and one-half times the quantity discharged by a sewer two feet diameter, and more than twice the quantity discharged by a sewer three feet diameter.

There has been much discussion during the last ten or fifteen years, on the subject of the sizes of sewers. It is not intended in this report to go over the ground of this discussion, stating at length the arguments that have led engineers generally to adopt the pipe sewers of 12 and 15 inches diameter for the drainage of single blocks, in preference to brick sewers of two or three feet diameter, and to design the large main sewers with strict reference to the areas of the districts draining into them, modified necessarily by their inclinations.

2. The grades or rate of inclination of the sewers.

It has been the general design to place the grade of the sewers low enough to allow the drain leading from the houses to be at least ten feet below the grade of the street on the house line. This will render necessary the placing of the grade or bottom of the larger sewers about thirteen feet below the grade of the street, and that of the smaller or pipe sewers from eleven to twelve feet below the grade of the street.

The northern part of the city is so nearly level that, to obtain sufficient fall for the lateral sewers entering the main, it will be necessary to make very deep cutting for this main sewer from Illinois street to East street.

The grade of this sewer at its outlet is put at the level of low water; the rate of inclination from this point to Louisiana street is six inches per hundred feet; from here to Washington street it is three inches per hundred feet; and from this point to Noble street, it is one and one-half inch per hundred feet.

The smallest descent adopted for the grade of any sewer, is one and one-half inches per hundred feet. The grade generally adopted for the sewers in the northern part of the city is three inches per hundred feet, or one foot in four hundred.

For the small sewers, of twelve and fifteen inches diameter, the least grade per hundred feet should be six inches.

To insure a free discharge from the lateral sewers, and prevent the deposit of any sediment, they should be connected with the mains on regular curves of about thirty feet radius. The rate of inclination should in all cases be increased on the curves. At the point where the smaller sewers connect with the larger ones, the bottom of the small sewer should in all cases be located higher than that of the main sewer; generally, in such cases the axes of the smaller and larger sewer should be in the same line.

The sewers should be built true to the grade line, without any irregularities in their inclinations, and they should, in all cases, be built water-tight.

3. The form of the sewers.

The form recommended for the larger sizes—those of eight feet diameter and down to four feet diameter—is circular. The form for all the sewers of four feet diameter and under is egg-shaped, except those of fifteen inches and twelve inches diameter, which last are to be circular.

The only exception to this general rule is the South street sewer, for the short distance where it passes under Pogues run. The form adopted here is an ellipse, the two diameters being $4\frac{1}{2}$ feet and $6\frac{1}{2}$ feet, with the shorter diameter vertical. This is done in order to lift the sewer as much as possible out of the necessarily deep cutting there will be in South street, between this point and Kentucky avenue. To compensate for the weaker form adopted here, it is proposed to make the mason work twelve inches thick, and to build backing to the sewer. The sewer is here also to be covered with six inches of concrete, the top of which will be on a level with the bottom of the run.

The forms proposed for all the sewers above eighteen inches diameter, are shown on the plans accompanying this report.

4. The materials of which the sewers are to be built.

All the sewers above eighteen inches diameter are to be built of brick, laid in hydraulic cement mortar.

The sewers of twenty-four inches diameter will be of one half brick, or four inches thick; those above twenty-four inches diameter, and not exceeding six feet in diameter, are to be built one brick, or nine inches thick. All the sewers above six feet in diameter are to be built one and one-half bricks, or thirteen inches thick.

Sewers below twenty-four inches diameter are usually constructed of glazed stoneware pipe.

Glazed stoneware pipes have been in use for this purpose for a very long period, and their superiority is generally conceded. The great demand for these pipes, and the difficulty of obtaining them without importing them, led to the introduction of the cement pipes for this purpose, some ten years since. About the first of these cement pipes, used for sewers, were laid in the city of Brooklyn, and were of twelve and fifteen inches diameter; and, in some instances, those of twenty four inches diameter have since been laid successfully for sewers.

The practice now, in the city of Brooklyn, is to build the twelve and fifteen inch sewers of cement pipes, the eighteen inch sewers of stoneware pipes, and all the sizes above eighteen inches of brick.

In the city of New York, the twelve, the fifteen and eighteen inch sewers, are all built of glazed stoneware pipe.

In Jersey City, New Jersey, they use the glazed stoneware pipe for these sizes of sewers.

The most of the stoneware pipes used in New York, Jersey City and Brooklyn, are the imported Scotch pipe.

In the city of Chicago, they use the glazed stoneware pipe for twelve and fifteen inch sewers. They do not build any sewers eighteen inches diameter; the twenty-four inches, and all larger sizes, they build of brick.

In Buffalo, Elmira and Syracuse, New York, and in other cities and towns that might be named, they use the cement pipe for sewers, and speak well of them.

I have seen the cement pipes made at the works recently established in Indianapolis, and as far as I am able to judge from the examination made of them at that time, they appear to be of as good quality as those made in Brooklyn. It must, however, be kept in mind, that it is very difficult to detect a weak or bad cement pipe, except in testing it by pressure. If there be any damaged cement, or cement of an inferior quality used in their manufacture, the pipe might not show it on a slight examination, still they would never become firm and strong pipe. The cement pipe, if they are made of the best materials (all of which they appear to have at Indianapolis), and are allowed sufficient time to harden or set, and are then carefully laid will, without any doubt, make a durable and substantial sewer.

For the drainage of that district north of First street, which has recently been incorporated with the city, the main sewers should be discharged into Fall Creek. When it may become advisable, for sanitary purposes, to discharge the sewage from this district farther down the river, an intercepting sewer can be located in Blake street, and continued across Washington street, and discharge all the drainage from this district at the point where the outlet of the sewer for the western district is now located.

The surface drainage of that portion of this district, which inclines to the east, might be temporarily discharged through the sewer in Massachusetts avenue, until the sewers in this Northern District are built.

The plan of turning Pogues run into Fall creek, and afterward building the main sewer for the drainage of the whole city in the present bed of this run, has been suggested to me by some who consider this channel, for a portion of its length, the proper location for a main sewer.

Mr. Patterson, the City Engineer, has furnished me with the profile of a line of levels, from the present channel of this run, at a point northeast of the city line, to Fall creek, which shows the feasibility of turning the stream without great expense. This scheme of turning Pogues run appears entirely practicable, and will undoubtedly be a valuable improvement to the city.

In anticipation of this, the Merrill street sewer and the Ray street sewer are shown on the sewerage plan as discharging into White river. It will still be necessary to keep this channel open, to receive the surface drainage from the large district outside the city limits, and directly east of the city, until the main sewers are built to the east line of the city.

There have been no estimates made of the cost of a plan of sewerage with the main sewer located in this channel, compared with the cost as located on the plan herewith submitted.

The locating of the main sewer in the channel of Pogues run, would either require the opening of a street along this channel, or the building of the sewer for a portion of its length over private property, which would be very objectionable. There would also be no way of disposing of the surface drainage which comes down the channel of this stream while the sewer was being built. For these, and many other reasons, it plainly appeared that the location recommended for the main sewer, is preferable to locating it in the channel of this run.

COST OF SEWERS.

The approximate cost, per lineal foot, for the sizes of sewers that may be required to be built during the present year in your city, is here given:

Eight feet sewer, per foot.....	\$23 75
Five and one-half feet sewer, per foot	11 50
Five feet sewer, per foot.....	9 50
Four and one-half feet sewer, per foot.....	9 00
Four feet sewer, per foot.....	8 00
Three and one-half feet sewer, per foot.....	7 00
Three feet sewer, per foot.....	6 25
Two and one-half feet sewer, per foot.....	5 75
Two feet sewer, per foot.....	3 25
Eighteen inch sewer, per foot.....	2 50
Fifteen inch sewer, per foot.....	2 00
Twelve inch sewer, per foot.....	1 80

The cost of the manholes for the large sewers will be about forty-five dollars each, including the cost of the cast iron cover.

The manholes for the smaller sewers will cost about twenty-five dollars.

The cost of the catch-basin, with connection, will be one hundred and thirty dollars.

The following is the average cost per lineal foot of the sewers built in Chicago, during the year 1868, taken from the last annual report of the Board of Public Works:

Twelve inch sewer, per foot.....	\$1 67
Two feet sewer, per foot.....	2 91
Two and one-half feet sewer, per foot.....	3 50
Three feet sewer, per foot.....	4 53
Three and one-half feet sewer, per foot.....	5 72
Four feet sewer, per foot.....	5 84
Five feet sewer, per foot.....	7 47

The average cost of manholes was twenty dollars.

The average cost of catch-basins was sixty-nine dollars.

Accompanying this report is a form of contract and specification, prepared for the construction of the sewers in your city; also printed copies of the forms used in the cities of Chicago, Brooklyn and New York; the general plan of sewerage above described, a profile showing the grades of the principal sewers, and an atlas of plans comprising sections of the sewers and the general details of their construction.

E. S. Chesbrough, Esq., City Engineer of Chicago, has visited your city in reference to this subject of drainage, and has examined the plan herewith submitted. He expresses his general approval of the plan, and of the recommendations of this report.

We are indebted to Joseph A. Locke, Civil Engineer, and to Messrs. W. S. McHarg and H. H. Swinburne, assistants of Mr. Chesbrough, for the very neatly executed drawings accompanying this report.

Respectfully, your obedient servant,

MOSES LANE, *Civil Engineer.*

CHICAGO, March 18, 1870.

Which was received.

On motion by Mr. Brown, the City Clerk was instructed to have two hundred and fifty copies of said report printed in pamphlet form.

Mr. Marsee moved that the report be adopted, and the maps, plans and specifications, be filed in the office of the City Civil Engineer.

Which was adopted.

Mr. Wiles moved that a Special meeting be held on Saturday evening, March 26, 1870, at 7 o'clock P. M., for the special purpose of discussing the Sewerage question.

Which was adopted.

Mr. Newman moved that the vote by which the ordinance for improving Delaware street, between Washington street and Massachusetts Avenue with Nicholson pavement, was passed, be reconsidered.

Which was adopted by the following vote :

Affirmative.—Councilmen Brown, Gimber, Heckman, Kahn, Marsee, Newman, Pyle, Thalman, Thoms, Whitsit and Woodburn—11.

Negative.—Councilmen Cottrell, Kennington, Locke, Shepherd, Weaver and Wiles—6.

Dr. Woodburn presented the following remonstrance :

INDIANAPOLIS, March 21, 1870.

To the Mayor and Common Council of the City of Indianapolis :

GENTLEMEN:—On the 7th of the present month, we presented to your honorable body, a remonstrance against the improvement of Delaware street, between Washington street and Massachusetts Avenue, with what is known as the Nicholson pavement. We remonstrated for the following reasons :

First.—That this part of the street was improved only three or four years since with screened river gravel, at a cost of several dollars per foot front, and that the street now is in as good condition as any graveled street in the city, although it has never received any repairs, and never has been scraped by the Street Commissioner since its improvement.

Second.—That this property is not now sought after for residences, on account of its close proximity to business. Nor will business houses pay on it as yet. The construction of Sewers and Water Works, (which can only be delayed a short time,) would tear the street and pavement up, and render it useless; to say nothing about the gas pipes that must be put in on a street that is so poorly built up as this portion of the street.

The remonstrance was signed by the following property owners, representing eighteen hundred and sixty, (1860,) feet of property, out of a total of twenty-nine hundred and thirty-six feet, (2936,) including Market space.

Respectfully submitted,

ANDREW WALLACE,
WALLACE & JOHN,
ANDREW WALLACE,
And 16 others

Which was received.

Mr. Brown moved that the remonstrance and the ordinance just reconsidered, be referred to the Committee on Streets and Alleys.

Which was adopted.

Mr. Heckman moved that the vote by which the ordinance was passed, for the improvement of Delaware street with Nicholson pavement, from Massachusetts Avenue to St. Mary's street, be reconsidered.

Which motion was adopted by the following vote :

Affirmative.—Councilmen Brown, Cottrell, Gimber, Harrison, Heckman, Kahn, Kennington, Locke, Marsee, Newman, Pyle, Shepperd, Thalman, Weaver, Whitsit and Wiles—17.

Negative.—Councilman Woodburn—1.

On motion by Mr. Kahn the ordinance with all matters pertaining thereto, were referred to the Committee on Streets and Alleys.

Mr. Kahn offered the following motion :

That a committee of three be appointed to act in conjunction with a committee appointed by the Chamber of Commerce, in order to secure the location here of the next Annual Exposition of the Manufacturers and Wool Growing Association of the North-West.

Which was adopted.

His Honor appointed as such Committee, Councilmen Kahn, Cottrell and Thalman.

Mr. Brown presented the following petition :

INDIANAPOLIS, March 21, 1870.

To the Mayor and Common Council of the City of Indianapolis :

GENTLEMEN:—We, the undersigned, property owners in that part of the city lying between Delaware street and Meridian street, and between Maryland street and Union Railway Track, would respectfully represent to your honorable body, that whereas, the alley now located through square number ninety-eight, (98), being only twelve feet in width, and, therefore, altogether inadequate to the business of that part of the city, therefore, we most respectfully ask that you cause to be opened a street through said square number ninety-eight, sixty feet in width, from Pennsylvania street, to Delaware street, said street to be a continuation of Georgia street. The property to be appropriated for said street is described as follows, to-wit:

Lots number 37 and 38, in Washington Hall Company's sub-division, and supposed to belong to Sinker & Davis, and fronting on Pennsylvania street; also, thirty-eight feet on Delaware street bounded as follows, to-wit: Beginning at a point twelve feet south of a twelve foot alley, the north line of said alley, being on a line with the north line of Georgia street, thence south on Delaware street thirty-eight feet, thence west one hundred and eighty-five feet to Railroad Avenue; thence north thirty-eight feet, thence one hundred and eighty-five feet to the place of beginning. Said lot is said to belong to George Yandes. Also, a lot of ground on Delaware street in square No. 98, bounded as follows, to-wit: Beginning at a point thirty-eight feet south of the above described alley, thence south on Delaware street ten feet, thence west one hundred and eighty-five feet, to Railroad Avenue, thence north ten feet, thence east one hundred and eighty-five feet to the place of beginning. Said strip of ground is said to belong to Daniel Yandes, Sr.

Respectfully submitted,

J. W. DAVIS,
SINKER & DAVIS,
WM. LANGSENKAMP,
FOSTER & WIGGINS,
THOMAS COTTRELL.

Which was received.

Mr. Brown offered the following resolution :

Resolved, That the City Clerk be directed to give the requisite notice to the City Commissioners for appraising damages and assessing benefits in cases of opening streets, and also, to all property-holders interested, that such Commissioners will be required to meet at two o'clock P. M., on Saturday, April 16, 1870, for the purpose of appraising the damages and assessing the benefits that will accrue by the opening of Georgia street sixty (60) feet wide through square ninety-eight, from Pennsylvania street to Delaware street, according to the prayer of the petition to the Common Council, of J. W. Davis, Sinker & Davis, and others; and that said Commissioners will be required to summon witnesses to determine any question of facts, as to value of property to be appraised or assessed.

Which was adopted by the following vote :

Those who voted in the affirmative were Councilmen Brown, Cottrell, Gimber, Harrison, Heckman, Kahn, Kennington, Locke, Marsee, Newman, Pyle, Shepherd, Thalman, Thoms, Weaver, Whitsit, Wiles and Woodburn—18.

Mr. Thoms presented the following communication :

INDIANAPOLIS, March 21, 1870.

To the Mayor and Common Council of the City of Indianapolis:

GENTLEMEN:—I am the security on the bond of Orlando Link, and as he has not kept his word with me, I respectfully ask you to release me as said security.

Respectfully submitted.

JOHN P. FREUZEL.

Which was referred to the Select Committee appointed March 7, 1870, in regard to City Scavenger.

Mr. Shepherd offered the following motion :

That V. Mayer & Bro., be allowed to pave with brick, the walk fronting their property on West Washington street, the same to be done to conform to the satisfaction of the City Civil Engineer.

Which was adopted.

Mr. Whitsit presented the following communication :

INDIANAPOLIS, March 21, 1870.

To the Mayor and Common Council of the City of Indianapolis:

GENTLEMEN:—The undersigned would represent that the Olivet Presbyterian Church, with the aid of some of the individual members of the Second Presbyterian Church, did, in the month of July, 1867, buy from one Mr. Rafert, lot No. 12, in McCarty's sub-division of out lots 113 and 114, and did build thereon a church building, which was dedicated in November, 1867, and has been occupied wholly as a Presbyterian Church ever since.

The said lot was nearly but not fully paid for until in 1869, but the taxes for 1867 and 1868, have been paid. The taxes for 1869 remaining unpaid, amounting to \$65, the same being for the lot only, and it is to ask the Council to strike this item from the tax duplicate, or remit the same, on the ground that it has been for more than two years, wholly devoted to church and religious purposes, that we make this prayer.

Respectfully submitted,

WILLIAM S. HUBBARD.

Which was referred to the Committee on Finance.

Mr. Locke offered the following motion :

That Charles Helwig have permission to grade in front of his lot in corner of New York and Missouri streets, and the Civil Engineer is hereby instructed to set the grade stakes, the same to be done in sixty days.

Which was adopted.

By consent the following report from the City Commissioners was received :

INDIANAPOLIS, March 14, 1870.

To the Mayor and Common Council of the City of Indianapolis:

The Board of City Commissioners, to which was referred the petition of A. F. Prange, and fifty-two others, (property-holders in the vicinity,) asking

the opening of Davidson street to the width of sixty feet, between Market and Washington streets, and the vacation of Benton street, between the same streets, would submit the following report, together with an assessment of damages and benefits:

After viewing the premises we are of opinion that the opening of said street would be of great benefit to that part of the city. We, therefore, recommend that the prayer of the petitioners be granted, and that Davidson street be opened, sixty feet wide, on a line south from its present south end, through out lot 68, between Washington and Market streets; and that upon said opening, Benton street, between the same streets, be vacated.

We submit the following estimate of damages and benefits, resulting to the following parties, and on the following lots, from said opening:

To Mr. Hervey Bates, damages on a strip sixty feet wide, through out lot 68, from Washington to Market streets, about 375 feet, on both fronts at \$100 per foot.....	\$6,000
To Hervey Bates, benefits by 30 foot strip through out lot 68, from Washington to Market street, (Benton street,) vacated at \$100 per foot front.....	\$3,000
To Hervey Bates, benefits on 750 feet new frontage, on new 60 foot street.....	1,000
Total benefits to H. Bates.....	4,000
Balance damages to H. Bates.....	\$2,000

To meet this balance we assess the following persons, and the following lots owned by them, with the following sums set opposite thereto, as benefits:

Lot No. 134, Noble's addition, Mary McCarty, west side south end.....	\$5 25
" 134, " " Robt. McClellan, 19 feet off of east side and eight inches off west side lot 135.....	6 75
" 135, " " Henry Geisel, except 8 inches off west side.....	15 00
" 136, " " Henry Geisel.....	18 00
" 137, " " Peter Schmidt.....	20 00
" 138, " " Able Schoaf.....	30 00
" 139, " " Bellefontaine Railroad Company.....	19 50
" 140, " " Bellefontaine R.R. Co., 83 feet off west end.....	9 50
" 140, " " Lawrence Smith, 67 feet off east end.....	10 00
" 141, " " Bellefontaine Railroad Company.....	19 50
" 142, " " " " ".....	19 50
" 143, " " " " ".....	18 50
" 144, " " " " ".....	18 50
" 145, " " " " ".....	18 50
" 146, " " Ludwig Meyer.....	18 50
" 147, " " H. Buddenbaum.....	17 50
" " " " Three ft. off east side lot 148.....	1 50
" 148, " " Wm. Koehler, except 3 feet off east side.....	16 00
" 149, " " John Welsh.....	17 50
" 150, " " Anthony F. Prang.....	17 50
" 151, " " — Lemons.....	17 00
" 152, " " Wm. E. and M. E. Davis.....	17 00
" 153, " " Henry Hartweg.....	17 00
" 154, " " Henry Hartweg.....	17 00
" 155, " " William Kothe.....	16 50
" 156, " " William Kothe.....	16 50

Lot No. 157,	Noble's addition,	Christian Brandt	\$16 50
" 158,	" "	Henry Wonderley	16 50
" 159,	" "	V. Schlotzhauer	15 50
" 160,	" "	Adam Deitzel	15 50
" 161,	" "	Henrietta Mason	15 50
" 162,	" "	Landolin Zehringer	15 50
" 163,	" "	John Feldpush	15 00
" 164,	" "	John Davidson	15 00
" 165,	" "	Lydia A. Billings	15 00
" 166,	" "	William H. Vincent	15 00
" 167,	" "	George Albrecht	14 50
" 168,	" "	Nancy Jackson	14 50
" 169,	" "	Jane N. Oliver	14 50
" 170,	" "	Ann M. Winkle	14 50
" 171,	" "	Ninth ward school lot, City of Indianapolis	13 50
" 172,	" "	" " " "	13 50
" 173,	" "	" " " "	13 50
" 174,	" "	" " " "	13 50
" 175,	" "	Thomas D. Amos	13 00
" 176,	" "	Christian Geisel	13 00
" 177,	" "	Henry Hastings, 28 feet off south side	10 40
" 178,	" "	Christian F. Miller, and 7 ft. n. side lot 177	15 60
" 179,	" "	John F. Brinkmeyer	12 50
" 180,	" "	George Brinkmeyer	12 50
" 181,	" "	John B. Aldrich	12 50
" 182,	" "	William Brink, west half of said lot	6 00
" 182,	" "	P. Jennings, east half of said lot	6 50
" 183,	" "	Elizabeth Kern, west half of said lot	5 00
" 183,	" "	Phillip Doerr, east half of said lot	6 50
" 184,	" "	Christian F. Wishmeyer	11 50
" 185,	" "	" "	11 50
" 186,	" "	" "	11 50
" 187,	" "	" "	11 00
" 188,	" "	" "	11 00
" 189,	" "	" "	11 00
" 190,	" "	" "	11 00
" 191,	" "	" "	10 00
" 192,	" "	" "	9 00
" 193,	" "	" "	8 00
" 194,	" "	" "	6 00
" 195,	" "	" "	2 00
" 196,	" "	" "	7 00
" 197,	" "	Gotlieb Berner	5 50
" 198,	" "	" "	1 00
" 199,	" "	" "	1 50
" 200,	" "	" "	2 00
" 201,	" "	William Leisman	5 00
" 202,	" "	" "	6 00
" 203,	" "	George Wagner	7 50
" 204,	" "	Monteith	8 50
" 205,	" "	Lewis Koss	9 00
" 206,	" "	Sarah Martin	9 00
" 207,	" "	Andrew Heintz	9 00
" 208,	" "	August J. N. Jorian	9 00
" 209,	" "	Henry Boediker, 48 feet west end said lots	12 00
" 210,	" "	Hen. Neiman, 48 ft. e 48 feet w. end said lots	12 00
" 211,	" "	Henry Boediker and Henry Neiman, 50	14 00
" 212,	" "	feet off east end said lots	14 00
" 213,	" "	John Scheuer	10 50
" 214,	" "	Henry Weibke	10 50

Lot No. 215,	Noble's addition	August Held	\$10 50
" 216,	"	Charles Wilkening	10 50
" 217,	"	Christian Bretemyer	11 00
" 218,	"	Gotlieb Aufdenheide	11 00
" 219,	"	A. Lingenfelter, Sr	11 00
" 220,	"	John W. Ray, (No. 2.)	11 00
" 221,	"	Philip Magel	11 50
" 222,	"	Philip Magel	11 50
" 223,	"	John B. Pasquin	11 50
" 224,	"	"	11 50
" 225,	"	George Doerr	12 50
" 226,	"	T. Kendrick	12 50
" 227,	"	John H. Aufdenheide	12 50
" 228,	"	William Aufdenheide	12 50
" 229,	"	Christian Neiman	13 00
" 230,	"	Francis H. Ludbrook	13 00
" 231,	"	George Hg	13 00
" 232,	"	"	13 00
" 233,	"	William Dehne	13 50
" 234,	"	Victor Flogsketh	13 50
" 235,	"	"	13 50
" 236,	"	William Briggaman	13 50
" 237,	"	John Reichwine	14 50
" 238,	"	Frederick Brange	14 50
" 239,	"	"	14 50
" 240,	"	Conrad Gabel	14 50
" 241,	"	Margaret a Berner	15 00
" 242,	"	Henry Pauli	15 00
" 243,	"	Frederick Stelhorne	15 00
" 244,	"	Marcus L. Hare	15 00
" 245,	"	John Farrell's heirs	15 50
" 246,	"	Philip Lehr	15 50
" 247,	"	John H. Batty	15 50
" 248,	"	John B. Many	15 50
" 249,	"	L. J. Breedlove	16 50
" 250,	"	Sarah Dwier	16 50
" 251,	"	William McCarty	16 50
" 252,	"	Lizzie Schomberg	16 50
" 253,	"	Martin Mock	17 00
" 254,	"	Thomas W. Scotten	17 00
" 255,	"	Elizabeth Pfleger	17 00
" 256,	"	W. T. Lankford	17 00
" 257,	"	Jost Kares	17 50
" 258,	"	Catharine L. Thomas	17 50
" 259,	"	Rosina and M. Schad	17 50
" 260,	"	"	17 50
" 261,	"	Bellefontaine Railroad Company	18 50
" 262,	"	"	18 50
" 263,	"	"	18 50
" 264,	"	Indianapolis and St. Louis RR. Company	18 50
" 265,	"	William Reegan	19 50
" 266,	"	William H. Stoneman	19 50
" 267,	"	John Mulliken, south half	9 75
" 267,	"	Cyrus Apple, north half	9 75
" 268,	"	Edward M. Spicer	19 50
" 269,	"	John B. Stumph	30 00
" 270,	"	"	20 00
" 271,	"	"	5 00
" 272,	"	"	5 00

Lot No. 273, Noble's addition, Cabinet Maker's Union	-----	\$17 00
" 274, " " " " "	-----	15 00
" 275, " " " " "	-----	13 00
" 276, " " " " "	-----	11 00
Elijah S. Alvord, on 271 feet in the north-east corner of Market and Winston streets, in out lot 61	-----	35 00
Total	-----	\$2,000

Making altogether, the sum of two thousand dollars required.

All of which is respectfully submitted,

SAMUEL M. SEIBERT, } Board of City
 J. F. RAMSAY, } Commi-sioners.
 IGNATIUS BROWN.

On motion the Council adjourned to meet Thursday, March 24, 1870, at 7 o'clock P. M.

Daniel Macaulay
 DANIEL MACAULEY, Mayor.

ATTEST:

A. M. Russell
 A. M. RUSSELL, City Clerk.