

REGULAR MEETING

Monday, September 18, 1950
6:30 P.M., CST

The Common Council of the City of Indianapolis met in the Council Chamber at the City Hall, Monday, September 18, 1950 at 6:30 P. M., CST, in regular session. President Emhardt in the chair.

The Clerk called the roll.

Present: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Luepar, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

The reading of the Journal for the previous meeting was dispensed with on motion of Mr. Ehlers, seconded by Mr. Jameson.

COMMUNICATIONS FROM THE MAYOR

September 6, 1950

TO THE HONORABLE PRESIDENT AND MEMBERS OF THE
COMMON COUNCIL OF THE CITY OF INDIANAPOLIS

Gentlemen:

I have this day approved with my signature and delivered to the City Clerk, Mr. Richard G. Stewart, the following ordinances:

GENERAL ORDINANCE NO. 61, 1950, AS AMENDED

An ordinance amending Section 44 of General Ordinance No. 96, 1928, as amended by General Ordinance No. 98, 1940, and by General Ordinance No. 78, 1932, and fixing the time when the same shall take effect.

GENERAL ORDINANCE NO. 62, 1950, AS AMENDED

An ordinance approving a change in the schedule of taxicab rates to be charged by taxicab companies and fixing a time when the same shall take effect.

Respectfully,

AL FEENEY, Mayor

COMMUNICATIONS FROM CITY OFFICIALS

September 16, 1950

To the Honorable President and
Members of the Common Council
of the City of Indianapolis

Gentlemen:

In Re: Appropriation Ordinances Nos. 19, 20, 21, 1950

I beg leave to report that pursuant to the laws of the State of Indiana, I caused "Notice to Taxpayers" to be inserted in the following newspapers, to-wit:

A. O. Nos. 19, 20, 21, 1950—Friday, September 8 and 15,
1950—The Indianapolis Commercial and The Marion
County Messenger.

that taxpayers would have the right to be heard on the above ordinances at the meeting of the Common Council to be held at 6:30 P.M. CST, September 18, 1950 and by posting copies of said notice in the City Hall, Court House and Police Station in the City of Indianapolis, which notices remained posted for ten days or more prior to date of hearing.

Sincerely yours,

RICHARD G. STEWART
City Clerk

September 18, 1950]

City of Indianapolis, Ind.

727

September 16, 1950

To the Honorable President and
Members of the Common Council
of the City of Indianapolis

Gentlemen:

In Re: General Ordinances Nos. 65, 66, 1950

I hereby report that pursuant to the laws of the State of Indiana, I caused to be published on September 8, 1950 in The Indianapolis Commercial and The Marion County Messenger "Notice to Interested Citizens" that G. O. Nos. 65 and 66, 1950 (zoning ordinances) were set for hearing before the Common Council on September 18, 1950.

Sincerely Yours,

RICHARD G. STEWART
City Clerk

September 16, 1950

To the Honorable President and
Members of the Common Council
of the City of Indianapolis

Gentlemen:

In Re: General Ordinance No. 61, 1950, As Amended

I hereby report that pursuant to the laws of the State of Indiana, I caused publication to be inserted in the following newspapers, to-wit:

G. O. No. 61, 1950, As Amended—Friday, September 8
and 15, 1950—The Indianapolis Commercial and The
Marion County Messenger

and that said ordinance is in full force and effect as of the last date of publication and compliance with laws pertaining thereto.

Sincerely yours,

RICHARD G. STEWART
City Clerk

September 18, 1950

To the Common Council of the City of
Indianapolis, Indiana

Gentlemen:

I am herewith transmitting a petition consisting of seven (7) counterparts, signed by more than fifty (50) owners of taxable real estate located within the corporate limits of the City of Indianapolis, Indiana which was filed in the office of the City Clerk on September 18th, 1950, requesting issuance of bonds of the City of Indianapolis, Indiana, in an amount not exceeding the sum of Four Hundred Thousand Dollars (\$400,000.00) for the purpose of the acquisition and construction of five (5) new fire engine houses and the purchase of additional fire fighting apparatus in said city including preliminary and necessary expenses incidental thereto.

You will also find attached to said petition a certificate of the County Auditor dated March 20, 1950, certifying that said petition is signed by 103 owners of taxable real estate, located within the corporate limits of the City of Indianapolis, Indiana.

Respectfully submitted,

RICHARD G. STEWART
City Clerk

September 18, 1950

To the Honorable President and
Members of the Common Council
of the City of Indianapolis, Indiana

Gentlemen:

Transmitted herewith are 21 copies of Appropriation Ordinance No. 22, 1950, appropriating, transferring, reappropriating and re-allocating certain sum (tax levy) in the amount of \$400,000.00 to the Board of Safety, said sum to be obtained from the sale of bonds for such Department of Safety in the construction of five fire houses, and additional new equipment for the Fire Department of the City of Indianapolis.

I recommend the passage of this ordinance.

PHILLIP L. BAYT, City Controller.

September 18, 1950]

City of Indianapolis, Ind.

729

September 11, 1950

Honorable President
and Members of the Common Council,
City Hall,
Indianapolis, Indiana

Re: G. O. No. 68

Gentlemen:

The Election Commissioners and the County Chairmen of the two largest political parties have agreed that the primary election of 1950 disclosed the need for additional precincts. This in turn has made it also advisable to increase the number of city wards.

The Election Commissioners have suggested an increase of two wards making a total of twenty-six wards. This calls for a revision of the ward boundaries as heretofore defined under General Ordinance No. 14, 1937. Under the provisions of Section 78 of Chapter 208 of the Acts of 1945 29-3502, Volume 7, Part 1, Burns R.S. 1949 replacement, no change in the ward boundaries may be made after January 1, 1951, the same being a city election year.

On behalf of the Election Commissioners and the Chairmen of the two major political parties, we respectfully submit for your consideration the annexed ordinance with the proposed new ward boundaries as outlined therein.

The Council might consider also in relation to the new ward boundaries the question of the possible re-defining of councilmanic districts which also appears to be necessary. The Legal Department will be very glad to cooperate in this regard.

We recommend the passage of the proposed ordinance.

Yours very respectfully,

DEPARTMENT OF LAW
By Michael B. Reddington
City Attorney

September 18, 1950

Honorable President and
Members of the Common Council
of the City of Indianapolis

Gentlemen:

Enclosed please find 21 copies of General Ordinance No. 69 authorizing the Purchasing Agent of the City of Indianapolis to purchase for, and in behalf of the Street Commissioners Department for the Board of Works

1 only Necto Catch Basin Cleaner with
pneumatic controls for -----\$6,783.00
under Requisition No. 12473

Bids were duly advertised according to law in two newspapers and opened in public before the Board of Public Works, and the award was made by the Board of Works to the lowest and best bidder for this equipment.

It is recommended that this Ordinance be passed by the Common Council.

Respectfully submitted,

ALBERT H. LOSCHE
City Purchasing Agent

September 18, 1950

Honorable President and
Members of the Common Council
City of Indianapolis

Gentlemen:

We submit herewith General Ordinance No. 70, 1950.

This Ordinance prohibits parking on the east side of West Street from 7 a. m. to 9 a. m., and on the west side of West Street from 4 p. m. to

September 18, 1950]

City of Indianapolis, Ind.

731

6 p. m., beginning at the SCL of West South Street and extending south to the NCL of West Morris Street.

We respectfully request its passage.

Yours very truly,

BOARD OF PUBLIC SAFETY
L. J. Keach, President

September 18, 1950

Honorable President and
Members of the Common Council
of the City of Indianapolis

Gentlemen:

We submit herewith General Ordinance No. 71, 1950.

This Ordinance makes Koehne Street preferential from the NCL of West Washington Street to the SCL of New York Street.

Passage of this Ordinance is respectfully requested.

Yours very truly,

BOARD OF PUBLIC SAFETY
L. J. Keach, President

September 18, 1950

Honorable President and
Members of the Common Council,
City of Indianapolis.

Gentlemen:

We submit herewith General Ordinance No. 72, 1950.

This Ordinance prohibits parking on the east side of North Pennsyl-

vania Street from the SCL of 14th Street and extending south a distance of eighty two (82) feet.

We respectfully request its passage.

Yours very truly,

BOARD OF PUBLIC SAFETY
L. J. Keach, President

September 18, 1950

Honorable President and
Members of the Common Council,
City of Indianapolis

Gentlemen:

We submit herewith General Ordinance No. 73, 1950.

This Ordinance establishes a Loading Zone for the Simplex-Bruder Motor Parts Company, 126 West Vermont Street.

Passage of this Ordinance is respectfully requested.

Yours very truly,

BOARD OF PUBLIC SAFETY
By L. J. Keach, President

September 16, 1950

To the Honorable President
and Members of the Common Council,
of the City of Indianapolis

Gentlemen:

Submitted herewith are 22 copies of General Ordinance No. 74, 1950

September 18, 1950]

City of Indianapolis, Ind.

733

concerning the registration and bonding of Communists in the City of Indianapolis.

I recommend that this ordinance be passed.

Sincerely yours,

DONALD JAMESON
Councilman

September 18, 1950

Honorable President and
Members of the Common Council
City of Indianapolis

Gentlemen:

We submit herewith General Ordinance No. 75, 1950.

This Ordinance makes 21st Street and Sherman Drive a 4-way stop.

We respectfully request its passage.

Yours very truly,

BOARD OF PUBLIC SAFETY
L. J. Keach, President

September 18, 1950

To the Honorable President and
Members of the Common Council
City of Indianapolis.

Gentlemen:

We submit herewith General Ordinance No. 76, 1950.

This Ordinance provides that the Baltimore and Ohio Railroad and the C.C.C. and St. Louis Railroad Companies shall establish and thereafter maintain and operate for twenty four (24) hours each day

an automatic warning signal of the flasher type at the crossings of their tracks at Miley Avenue.

We respectfully request its passage.

Yours very truly,

BOARD OF PUBLIC SAFETY.
L. J. KEACH, President.

September 18, 1950

To The Honorable President and
Members of the Common Council
of the City of Indianapolis.

Gentlemen:

Attached hereto are 20 copies of General Ordinance No. 77, 1950 prohibiting parking on a part of Michigan Street.

I recommend passage of this ordinance.

Sincerely yours,

CHARLES P. EHLERS
Councilman

September 18, 1950

To the Honorable President
and Members of the Common Council
Council Chambers
City Hall Building
City Hall
Indianapolis, Indiana

Gentlemen:

Re: G. O. No. 78

There is herewith submitted twenty-one copies of a proposed ordinance defining the corporate boundaries of the City of Indianapolis.

This ordinance includes all the annexes since the last defining of the boundary. It excludes, however, certain areas which have been by council ordinance annexed, but which are pending in the courts, or which areas have already been decided adversely to the City. There will probably follow shortly several ordinances which if ordained by the Council will repeal the previous ordinances annexing territory to the City.

This boundary has been prepared by the City Civil Engineering Department and the Secretary Engineer of the City Planning Commission.

We respectfully recommend the passage of this Ordinance.

Yours very respectfully,

DEPARTMENT OF LAW
By Michael B. Reddington
City Attorney

September 18, 1950

To the Honorable President and Members
of the Common Council
of the City of Indianapolis

Gentlemen:

Transmitted herewith are 21 copies of General Ordinance No. 79 authorizing the City Controller of the City of Indianapolis, Indiana to negotiate the sale of \$400,000.00 Bonds for and on behalf of the Board of Public Safety said sum to be used to defray the expenses of five new fire houses and equipment therefor.

I recommend the passage of this Ordinance.

PHILLIP L. BAYT, City Controller

September 8, 1950

To the President and Members of the
Common Council of the
City of Indianapolis, Indiana

Gentlemen:

Attached hereto are twenty-two (22) copies of Resolution No. 14, 1950, which Resolution approves, confirms and ratifies a certain permit granted by the Board of Public Works of the City of Indianapolis by its written order dated September 7, 1950, to Indianapolis Railways, Incorporated, authorizing the discontinuance of the operation of trackless trolley cars and service on certain streets and parts of streets in the City of Indianapolis, and further authorizing and approving the use for operation of trackless trolley cars and service of certain other streets and parts of streets in said City. This permit was granted by the Board after several months of careful analysis and study, and the changes recommended involve a part of the comprehensive plan for rearrangement of service heretofore submitted by Indianapolis Railways, Incorporated.

It is recommended that this Resolution be passed.

Respectfully submitted,

BOARD OF PUBLIC WORKS
By Henry Mueller
Executive Secretary

September 15, 1950

To the Honorable President
and Members of the Common Council
City Hall Building
Indianapolis, Indiana

Gentlemen:

In Re: Resolution 15, 1950

There is submitted herewith twenty-one copies of a Resolution,

which if resolved by the Council would have the effect of extending Federal Rent Control in this area to June 30, 1951.

I respectfully recommend the passage of this Resolution.

Respectfully submitted,

By PORTER SEIDENSTICKER
Councilman

By GEO. S. LUPEAR
Councilman

PETITION

TO: The Honorable Common Council, City of Indianapolis, Indiana.

Gentlemen:

WHEREAS, approximately 200 employees of the Sanitation Department have loyally performed their duties in this highly necessary work, though to many citizens it represents a most undesirable occupation, and

WHEREAS, for almost 30 months these employees have been subjected to deplorable working conditions, and

WHEREAS, the cause for these conditions is the responsibility of specific members of the principal supervisory personnel who seemingly are incapable of according the employees of this department elements of human consideration, so necessary to maintain morale and desirable working conditions, and

WHEREAS, the promises and commitments for just compensation have not been met nor have they been made in accordance with due consideration of the responsibilities of the varying type of work, and

WHEREAS, the men of this department were brought to the breaking point when the increase in compensation of over 10% was made to one of the supervisors most responsible for the unbearable and demoralizing working conditions and morale, while the workers themselves were granted less than 5% increase, and

WHEREAS, due to all the foregoing conditions these approximately 200 employees, some of whom have worked in this department

over 20 years, finally were driven to take the only action left to them, to bring these conditions to the attention of the public in the hope that in their justice and fairness they would demand that right be done, and

WHEREAS, various types of claims and statements from various sources have been made relative to the cause for this work stoppage and the demands of these men,

NOW THEREFORE BE IT RESOLVED, We respectfully petition your Honorable Body to appoint a committee to investigate the conditions complained of herein and to hear the story of the facts regarding these matters from the men and their representatives, as well as the remarks of the specific supervisory personnel under criticism, so that these conditions may be rectified, the men returned to work, and the citizens and taxpayers of this community to once again receive the services which they are now deprived of due to the unbearable working conditions existing in the Sanitation Department of the City of Indianapolis.

Respectfully submitted by:

AMERICAN FEDERATION OF STATE, COUNTY
AND MUNICIPAL EMPLOYEES LOCAL UNION 889
VANCE WOOD, President
CARL HENRY, Treasurer
WILLIE KELLY, Secretary

At this time those present were given an opportunity to be heard on Appropriation Ordinances Nos. 19, 20, 21, General Ordinances Nos. 64, 65, 66, 67, 1950.

Mr. Ehlers asked for recess. The motion was seconded by Mr. Jameson, and the Council recessed at 7:05 P. M., CST.

The Council reconvened at 7:35 P. M., CST, with the same members present as before.

COMMITTEE REPORTS

Indianapolis, Ind., September 18, 1950

To the President and Members of the Common Council
of the City of Indianapolis, Indiana.

Gentlemen:

We, your Committee on Finance to whom was referred Appropriation Ordinance No. 19, 1950, entitled

AN ORDINANCE appropriating, transferring and reappropriating and reallocating \$60,500.00 (tax levy money) to certain designated items and funds in the Department of Public Hospitals as appropriated under the 1950 Budget

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

JOSEPH A. WICKER, Chairman
JOSEPH C. WALLACE
GUY O. ROSS
J. PORTER SEIDENSTICKER
GEORGE S. LUPEAR

Indianapolis, Ind., September 18, 1950

To the President and Members of the Common Council
of the City of Indianapolis, Indiana.

Gentlemen:

We, your Committee on Finance to whom was referred Appropriation Ordinance No. 20, 1950, entitled

AN ORDINANCE appropriating the sum of \$4,500.00 from the unexpended and unappropriated balance of the Gasoline Tax Fund to Funds 33 and 45 in the Board of Public Works, Municipal Garage

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

JOSEPH A. WICKER, Chairman
JOSEPH C. WALLACE
GUY O. ROSS
J. PORTER SEIDENSTICKER
GEORGE S. LUPEAR

Indianapolis, Ind., September 18, 1950

To the President and Members of the Common Council
of the City of Indianapolis, Indiana.

Gentlemen:

We, your Committee on Finance to whom was referred Appropriation Ordinance No. 21, 1950, entitled

AN ORDINANCE appropriating the sum of \$15,000.00 from the unexpended and unappropriated balance of the General Fund of the City to Fund 26 in the Department of Public Works, Administration

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

JOSEPH A. WICKER, Chairman
JOSEPH C. WALLACE
GUY O. ROSS
J. PORTER SEIDENSTICKER
GEORGE S. LUPEAR

Indianapolis, Ind., September 18, 1950

To the President and Members of the Common Council
of the City of Indianapolis, Indiana.

Gentlemen:

We, your Committee on Public Safety to whom was referred General Ordinance No. 64, 1950, entitled

AN ORDINANCE prohibiting parking at any time on both sides of Gardner Lane from West Street to a point 590 feet west and on the north side of Gardner Lane from a point 590 feet west of West Street and extending west a distance of 326 feet; prohibiting parking on the north side of Washington Street from Oakland Avenue to Gray Street between 3 p. m. and 6 p. m., except Sundays

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

GUY O. ROSS, Chairman
JOSEPH A. WICKER
JOSEPH C. WALLACE
CHARLES P. EHLERS
JOSEPH E. BRIGHT

Indianapolis, Ind., September 18, 1950

To the President and Members of the Common Council
of the City of Indianapolis, Indiana

Gentlemen:

We, your Committee on Public Health to whom was referred General Ordinance No. 65, 1950, entitled

AN ORDINANCE to amend General Ordinance No. 114, 1922 (zoning ordinance) (area bounded by 21st St., Hawthorne Lane, Ritter Avenue and the north line of Hawthorne Manor annexation which was annexed by Special Ordinance No. 6, 1950)

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

J. PORTER SEIDENSTICKER,
Chairman
GEORGE S. LUPEAR
JOSEPH A. WICKER
CHARLES P. EHLERS
DONALD B. JAMESON

Indianapolis, Ind., September 18, 1950

To the President and Members of the Common Council
of the City of Indianapolis, Indiana.

Gentlemen:

We, your Committee on Public Health to whom was referred
General Ordinance No. 66, 1950, entitled

AN ORDINANCE to amend General Ordinance No. 114,
1922 (zoning ordinance) (area bounded by 13th St., 16th
St., Irvington and Ritter which was annexed by Spe-
cial Ordinance No. 4, 1950)

beg leave to report that we have had said ordinance under considera-
tion, and recommend that the same be passed.

J. PORTER SEIDENSTICKER

Chairman

GEORGE S. LUPEAR

JOSEPH A. WICKER

CHAS. P. EHLERS

DONALD B. JAMESON

Indianapolis, Ind., September 18, 1950

To the President and Members of the Common Council
of the City of Indianapolis, Indiana.

Gentlemen:

We, your Committee on Public Parks to whom was referred
General Ordinance No. 67, 1950, entitled

AN ORDINANCE prohibiting parking between 4 p. m. and
6 p. m., except Sundays, on the east side of Tibbs Ave-
nue from West 16th Street to a point 220 feet south

beg leave to report that we have had said ordinance under considera-
tion, and recommend that the same be passed.

GEORGE S. LUPEAR, Chairman

GUY O. ROSS

JOSEPH C. WALLACE

JOSEPH E. BRIGHT

DONALD B. JAMESON

INTRODUCTION OF APPROPRIATION ORDINANCES
By the City Controller:

APPROPRIATION ORDINANCE NO. 22, 1950

AN ORDINANCE of the City of Indianapolis, Indiana, appropriating the sum of Four Hundred Thousand (\$400,000.00) Dollars to be applied upon the cost of acquisition and construction of five (5) additional fire engine houses and the purchase of additional fire fighting apparatus and all preliminary and necessary expenses incurred in connection therewith.

WHEREAS, the Board of Public Safety of the City of Indianapolis has determined that it would be for the best interest of said city and its citizens to provide for the acquisition and construction of five (5) additional fire engine houses and the purchase of additional fire fighting apparatus, thereby adding to the general safety of property and the life of the citizens of said city, and has determined that the cost of said project, including incidental and preliminary expenses necessary to be incurred in connection therewith, including the issuance of bonds on account thereof, will be in the approximate amount of Four Hundred Thousand (\$400,000.00) Dollars; and

WHEREAS, said Board of Public Safety has heretofore adopted a resolution requesting an appropriation in the amount of Four Hundred Thousand (\$400,000.00) Dollars for said purpose, which request has been approved by the City Controller with the recommendation that the funds necessary to cover such appropriation be obtained by the issuance and sale of general obligation bonds of said city; and

WHEREAS, this Council now finds that the city has no funds available or provided for in the existing budget and tax levy which may be applied upon said project, therefore making it necessary to authorize the issuance of bonds of the city in order to procure such funds and that an extraordinary emergency exists for the making of the additional appropriation hereinafter set out;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON
COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the sum of Four Hundred Thousand (\$400,000.00) Dollars be and the same is hereby appropriated out of the proceeds of

the sale of bonds heretofore authorized to be issued by the Common Council and designated as "City of Indianapolis Fire Department Bonds of 1950, First Issue" for the use of the Board of Public Safety of said city to apply upon the cost of acquisition and construction of five (5) additional fire engine houses in said city and the purchase of additional fire fighting apparatus, together with the preliminary and incidental expenses necessary to be incurred in connection therewith, including the issuance of bonds on account thereof. Any surplus of such proceeds shall be credited to the Sinking Fund as provided by law.

Section 2. Immediately upon the final passage and approval of this ordinance and determination, the City Clerk and the City Controller shall deliver two (2) certified copies thereof to the Auditor of Marion County with a request that a copy thereof be certified and transmitted by him to the State Board of Tax Commissioners for further action thereon as provided by law.

Section 3. This ordinance shall be in full force and effect from and after its passage and signing by the Mayor.

Which was read for the first time and referred to the Committee on Finance.

INTRODUCTION OF GENERAL ORDINANCES

By the City Attorney:

GENERAL ORDINANCE NO. 68, 1950

AN ORDINANCE dividing the City of Indianapolis into wards, defining the boundaries thereof, repealing all conflicting ordinances, and fixing the effective date.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section A. That the City of Indianapolis be and the same is divided into twenty-six wards as set out in the following twenty-six sections:

Section One—First Ward:

Beginning at the intersection of the south property line of 38th Street and the center line of Temple Avenue; thence south on and along the center line of Temple Avenue to the center line of 34th Street; thence southwardly on and along the west property line of George Washington Park to the center line of 30th Street; thence west on and along the center line of 30th Street to the center line of Temple Avenue; thence south on and along the center line of Temple Avenue to the center line of 28th Street; thence east on and along the center line of 28th Street to the center line of Wheeler Street; thence south on and along the center line of Wheeler Street to the center line of 23rd Street; thence west on and along the center line of 23rd Street to the center line of Glenn Drive; thence westwardly on and along the center line of Glenn Drive to the center line of Keystone Avenue; thence south on and along the center line of Keystone Avenue to the center line of the Belt Railroad; thence west on and along the center line of the Belt Railroad to the center line of Caroline Street; thence south on and along the center line of Caroline Street to the center line of Roosevelt Avenue; thence southwestwardly on and along the center line of Roosevelt Avenue to the center line of Valley Avenue; thence eastwardly on and along the center line of Valley Avenue to the center line of Massachusetts Avenue; thence northeast on and along the center line of Massachusetts Avenue to the center line of Emerson Avenue; thence north on and along the center line of Emerson Avenue to the south property line of 38th Street; thence west on and along the south property line of 38th Street to the center line of Temple Avenue, the point or place of beginning, shall constitute the First Ward.

Section Two—Second Ward:

Beginning at the center line of Sherman Drive and the southwest property line of the C. C. C. & St. L. Railroad Company right-of-way; thence northeast along the southwest property line of the C. C. C. & St. L. Railroad Company right-of-way to the east right-of-way of the Indianapolis Union Railroad; thence northeast along the east right-of-way of the said railroad to the southeast property line of Massachusetts Avenue; thence northeast on and along the southeast property line of Massachusetts Avenue to the center line of Twenty-fifth Street; thence east on and along the center line of Twenty-fifth Street to the center line of Drexel Avenue; thence north along the center line of Drexel Avenue to the southeast property line of Massachusetts

Avenue; thence southwest on and along the southeast property line of Massachusetts Avenue to the intersection of the center line of Tenth Street; thence east along the center line of Tenth Street to the center line of Sherman Drive; thence north on and along the center line of Sherman Drive to the southwest property line of the C. C. C. & St. L. Railroad Company right-of-way, the point or place of beginning, shall constitute the Second Ward.

Section Three—Third Ward:

Beginning at the intersection of the center-line of Alabama Street and the center line of Fall Creek; thence in a northeastwardly direction along the center-line of Fall Creek to the center-line of Thirty-eighth Street produced east; thence east along the production of the center-line of Thirty-eighth Street to the center-line of the Nickle Plate Railroad; thence south along the center-line of the Nickel Plate Railroad to the center-line of Fifteenth Street; thence west along the center-line of Fifteenth Street to the center-line of Central Avenue; thence north along the center-line of Central Avenue to the center-line of Fifteenth Street; thence west along the center-line of Fifteenth Street to the center-line of Alabama Street; thence north along the center-line of Alabama Street to the center-line of Fall Creek, the point or place of beginning, shall constitute the Third Ward.

Section Four—Fourth Ward:

Beginning at the intersection of the center-lines of Thirty-eighth Street and Meridian Street; thence east along the center-line of Thirty-eighth Street to the center-line of Fall Creek; thence in a southwestwardly direction along the center-line of Fall Creek to the center-line of Meridian Street; thence north along the center-line of Meridian Street to the center-line of Thirty-eighth Street, the point or place of beginning, shall constitute the Fourth Ward.

Section Five—Fifth Ward:

Beginning at the intersection of the center-lines of Thirty-eighth Street and Northwestern Avenue; thence east along the center-line of Thirty-eighth Street to the center-line of Meridian Street; thence south along the center-line of Meridian Street to the center-line of Fall Creek; thence in a southwestwardly direction along the center-line of Fall Creek to the center line of Northwestern Avenue; thence northwestwardly along the center-line of Northwestern Avenue to the

center-line of Thirty-eighth Street, the point or place of beginning, shall constitute the Fifth Ward.

Section Six—Sixth Ward:

Beginning at the intersection of the center-line of Thirty-eighth Street and Northwestern Avenue; thence west along the center-line of Thirty-eighth Street and the production of the said center-line to the west line of Center Township; thence south along the west line of Center Township to the center-line of White River; thence south-eastwardly following the meanderings of the center-line of White River to the center-line of Fall Creek; thence in a general northeastwardly direction following the meanderings of the center-line of Fall Creek to the center-line of Northwestern Avenue; thence northwestwardly along the center-line of Northwestern Avenue to the center-line of Thirty-eighth Street, the point or place of beginning, shall constitute the Sixth Ward.

Section Seven—Seventh Ward:

Beginning at the intersection of the center-line of Northwestern Avenue and the center-line of Fall Creek; thence in a general northeastwardly direction along the center-line of Fall Creek to the center-line of Alabama Street; thence south along the center-line of Alabama Street to the center-line of Sixteenth Street; thence west along the center-line of Sixteenth Street to the center-line of Capitol Avenue; thence south along the center-line of Capitol Avenue to the center-line of Ninth Street; thence west along the center-line of Ninth Street to the center-line of West Street; thence northwest along the center-line of West Street to the center-line of Tenth Street; thence west along the center-line of Tenth Street to the center-line of Indiana Avenue; thence northwest along the center-line of Indiana Avenue to the center-line of Fall Creek; thence in a general northeastwardly direction along the center-line of Fall Creek to the center-line of Northwestern Avenue, the point or place of beginning, shall constitute the Seventh Ward.

Section Eight—Eighth Ward:

Beginning at the intersection of the center-line of Sixteenth Street and Capitol Avenue; thence east along the center-line of Sixteenth Street to the center-line of Alabama Street; thence south along the center-line of Alabama Street to the center-line of Fifteenth

Street; thence east along the center-line of Fifteenth Street to the center-line of Central Avenue; thence south along the center-line of Central Avenue to the center-line of Fifteenth Street; thence east along the center-line of Fifteenth Street to the center-line of Cornell Avenue; thence south along the center-line of Cornell Avenue to the southeast property line of Massachusetts Avenue; thence northeast along the southeast property line of Massachusetts Avenue to the center-line of the Nickel Plate Railroad; thence south along the center-line of the Nickel Plate Railroad to the center-line of St. Clair Street; thence west along the center-line of St. Clair Street to the center-line of Pennsylvania Street; thence north along the center-line of Pennsylvania Street to the center-line of Ninth Street; thence west along the center-line of Ninth Street to the center-line of Capitol Avenue; thence north along the center-line of Capitol Avenue to the center-line of Sixteenth Street, the point or place of beginning, shall constitute the Eighth Ward.

Section Nine—Ninth Ward:

Beginning at the intersection of the center-lines of East Tenth Street and Oakland Avenue; thence south on and along the center-line of Oakland Avenue to the center-line of East Michigan Street; thence east on and along the center-line of East Michigan Street to the center-line of Emerson Avenue; thence north on and along the center-line of Emerson Avenue to the intersection of the south right-of-way line of the C. C. C. & St. L. Railroad Company; thence southwest on and along the south right-of-way line of the C. C. C. & St. L. Railroad Company to a point one hundred fifty-seven feet (157') west of the west property line of Emerson Avenue; thence south on and along a line projected south and parallel to the west property line of Emerson Avenue to a point two hundred twenty-three feet (223') north of the north property line of Twenty-first Street; thence east on and along a line projected east to a point one hundred twenty-eight feet (128') west of the north property line of Emerson Avenue and two hundred twenty-three feet (223') north of the north property line of Twenty-first Street; thence south on and along a line projected south to the intersection of the north property line of Twenty-first Street to a point one hundred twenty-eight feet (128') west of the west property line of Emerson Avenue; thence west on and along the north property line of Twenty-first Street to a point one hundred seventy-five feet (175') east of the east property line of Riley Avenue; thence north on and along a line projected north to a point two

hundred twenty-three feet (223') north of the north property line of Twenty-first Street and one hundred seventy-five feet (175') east of the east property line of Riley Avenue; thence west on and along a line projected west and parallel to the north property line of Twenty-first Street to the intersection of the center-line of Riley Avenue; thence north on and along the center-line of Riley Avenue to the intersection of the northwest line of the C. C. C. & St. L. Railroad right-of-way; thence southwest on and along the northwest line of the C. C. C. & St. L. Railroad right-of-way to the intersection of the center-line of Dequincy Street; thence north on and along the center-line of Dequincy Street to the intersection of the center-line of Twenty-third Street; thence west on and along the center-line of Twenty-third Street to the intersection of the center-line of Glenridge Drive; thence south on and along the center-line of Glenridge Drive to the intersection of the northwest right-of-way line of the C. C. C. & St. L. Railroad Company; thence southwest on and along the northwest line of the C. C. C. & St. L. Railroad Company right-of-way to the intersection of the center-line of Sherman Drive; thence south along the center-line of Sherman Drive to the center line of East Tenth Street; thence west on and along the center-line of East Tenth Street to the center-line of Oakland Avenue, the place or point of beginning, which shall constitute the Ninth Ward.

Section Ten—Tenth Ward:

Beginning at the intersection of the center-line of Tenth Street and the center-line of the Nickel Plate Railroad; thence east along the center-line of Tenth Street to the center-line of Oakland Avenue; thence south along the center-line of Oakland Avenue to the center-line of Michigan Street; thence west along the center-line of Michigan Street to the center-line of Oakland Avenue; thence south along the center-line of Oakland Avenue to the center-line of Washington Street; thence west along the center-line of Washington Street to the center-line of Pine Street; thence north along the center-line of Pine Street to the center-line of St. Clair Street; thence east along the center-line of St. Clair Street to the center-line of the Nickel Plate Railroad; thence north along the center-line of the Nickel Plate Railroad to the center-line of Tenth Street, the point or place of beginning, excepting that territory comprising the Town of Woodruff Place. Incorporated, shall constitute the Tenth Ward.

Section Eleven—Eleventh Ward:

Beginning at the intersection of the center-line of West Street and Washington Street; thence east along the center-line of Washington Street to the center-line of Pine Street; thence north along the center-line of Pine Street to the center-line of St. Clair Street; thence west along the center-line of St. Clair Street to the center-line of Pennsylvania Street; thence north along the center-line of Pennsylvania Street to the center-line of Ninth Street; thence west along the center-line of Ninth Street to the center-line of West Street; thence southwardly along the center-line of West Street to the center-line of Washington Street, the point or place of beginning, shall constitute the Eleventh Ward.

Section Twelve—Twelfth Ward:

Beginning at the intersection of the center-line of Belmont Avenue and the center-line of the Cleveland, Cincinnati, Chicago & St. Louis Railway (St. Louis Division); thence eastwardly along the center-line of the said railroad to the center-line of White River; thence northwardly along the center-line of White River to the center-line of Washington Street; thence east along the center-line of Washington Street to the center-line of West Street; thence northwardly along the center-line of West Street to the center-line of Tenth Street; thence west along the center-line of Tenth Street to the center-line of Indiana Avenue; thence northwest along the center-line of Indiana Avenue to the center-line of Fall Creek; thence westwardly following the meanderings of the center-line of Fall Creek to the center-line of White River; thence in a northwestwardly direction following the meanderings of the center-line of White River to the center-line of Belmont Avenue; thence south along the center-line of Belmont Avenue to the center-line of the Cleveland, Cincinnati, Chicago & St. Louis Railway, the point or place of beginning, shall constitute the Twelfth Ward.

Section Thirteen—Thirteenth Ward:

Beginning at the intersection of the center-lines of Prospect Street and Shelby Street; thence west along the center-line of Prospect Street to the center-line of Madison Avenue; thence northwestwardly along the center-line of Madison Avenue to the center-line of Ray Street; thence west along the center-line of Ray Street to the center-line of White River; thence in a southwardly direction following the meanderings of the center-line of the present channel of White River

to a point one hundred seventy-five (175) feet south of the center-line of Southern Avenue; thence east on a line one hundred and seventy-five (175) feet south of the center line of Southern Avenue to the center-line of Capitol Avenue; thence south along the center-line of Capitol Avenue to a point one hundred eighty-three and five-tenths (183.5) feet south of Southern Avenue; thence east on a line one hundred eighty-three and five-tenths (183.5) feet south of Southern Avenue to the center-line of Meridian Street; thence north along the center-line of Meridian Street to the center-line of Southern Avenue; thence east along the center-line of Southern Avenue to the east right-of-way line of the Pittsburg, Cincinnati, Chicago & St. Louis Railroad (Louisville Division); thence northwestwardly along the east right-of-way line of the said railroad to the south right-of-way line of the Indianapolis Union Railway; thence east along the south right-of-way line of said railroad to the center-line of East Street; thence north along the center-line of East Street to the center-line of Minnesota Street; thence east along the center-line of Minnesota Street to the center-line of Ringgold Street; thence south along the center-line of Ringgold Street to the center-line of Pleasant Run; thence northeastwardly along the center-line of Pleasant Run to the center-line of Shelby Street; thence north along the center-line of Shelby Street to the center-line of Prospect Street; the point or place of beginning, shall constitute the Thirteenth Ward.

Section Fourteen—Fourteenth Ward:

Beginning at the intersection of the center-line of Belmont Avenue and the center-line of the Cleveland, Cincinnati, Chicago & St. Louis Railway (St. Louis Division); thence south along the center-line of Belmont Avenue to the north right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (Vandalia Division); thence northeast along the north property line of said railroad to the east property line of Belmont Avenue; thence southeast along the east property line of Belmont Avenue and the production of the said east property line to a point three hundred seventy-nine (379) feet south of the center-line of Raymond Street; thence west and three hundred seventy-nine (379) feet south of the center-line of Raymond Street to the west line of section twenty-two (22), township fifteen (15) north, range three (3) east; thence south along the west lines of section twenty-two (22) and twenty-seven (27), township fifteen (15) north, range three (3) east to the center-line of White River; thence north and northeastwardly following the meandering of the center-line of White River to the center-line of the Cleveland, Cincin-

nati, Chicago & St. Louis Railway (St. Louis Division); thence west along the center-line of the Cleveland, Cincinnati, Chicago & St. Louis Railway (St. Louis Division) to the center-line of Belmont Avenue, the point or place of beginning, shall constitute the Fourteenth Ward.

Section Fifteen—Fifteenth Ward:

Beginning at the intersection of the center-line of White River and the center-line of Washington Street; thence east along the center-line of Washington Street to the center-line of Cruse Street; thence south along the center-line of Cruse Street to the center-line of Maryland Street; thence east along the center-line of Maryland Street to the center-line of Shelby Street; thence south along the center-line of Shelby Street to the center-line of Prospect Street; thence west along the center-line of Prospect Street to the center-line of Madison Avenue; thence northwest along the center-line of Madison Avenue to the center-line of Ray Street; thence west along the center-line of Ray Street to the center-line of White River; thence northwardly along the center-line of White River to the center-line of Washington Street, the point or place of beginning, shall constitute the Fifteenth Ward.

Section Sixteen—Sixteenth Ward:

Beginning at the intersection of the center-line of Washington Street and Cruse Street; thence east along the center-line of Washington Street to the center-line of the Indianapolis Union Railway; thence south along the center-line of the Indianapolis Union Railway to the center-line of English Avenue; thence east along the center-line of English Avenue to the center-line of Sherman Drive; thence south along the center-line of Sherman Drive to the center-line of Prospect Street; thence west along the center-line of Prospect Street to the center-line of Pleasant Run; thence in a southwestwardly direction following the meanderings of the center-line of Pleasant Run to the center-line of Shelby Street; thence north along the center-line of Shelby Street to the center-line of Maryland Street; thence west along the center-line of Maryland Street to the center-line of Cruse Street; thence north along the center-line of Cruse Street to the center-line of Washington Street, the point or place of beginning, shall constitute the Sixteenth Ward.

Section Seventeen—Seventeenth Ward:

Beginning at the intersection of the center-lines of Minnesota Street and East Street; thence south along the center-line of East Street to the south right-of-way line of the Indianapolis Union Railroad; thence west along the south right-of-way line of the said railroad to the east right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (Louisville Division); thence southeast along the east right-of-way line of the said railroad to the center-line of Troy Avenue; thence east along the center-line of Troy Avenue to the center-line of Dietz Street, thence north along the center line of Dietz Street and the production of the said center-line to the center-line of Southern Avenue; thence west along the center-line of Southern Avenue to the center-line of State Street; thence north along the center line of State Street to the center-line of Walker Avenue; thence southeast and east with the center-line of Walker Avenue to the west property line of Keystone Avenue; thence south on and along the west property line of Keystone Avenue to the south property line of Troy Avenue; thence east on and along the south property line of Troy Avenue to the production due south of the east line of the west half of the southwest quarter of Section 20, Township 15 North, Range 4 East; thence north along said produced line and along the east line of the west half of the southwest quarter of Section 20, Township 15 North, Range 4 East to the southwest corner of the north half of the east half of the southwest quarter of the aforesaid Section 20; thence east along the south line of the north half of the east half of the southwest quarter of the aforesaid Section 20 to the center-line of Perkins Street; thence north along the center-line of Perkins Street a distance of 1007.5 feet to a point 330 feet south of the center-line of Southern Avenue; thence west and parallel to the center-line of Southern Avenue a distance of 396 feet to a point; thence north and parallel to the center-line of Perkins Street to the south property line of Southern Avenue; thence east on and along the south property line of Southern Avenue to the northeast property line of Churchman Avenue; thence northwest along the northeast property line of Churchman Avenue to the center-line of Raymond Street; thence east along the center-line of Raymond Street to the center-line of Canby Street; thence north along the center-line of Canby Street to the center-line of Bethel Avenue; thence southeast along the center line of Bethel Avenue to the center line of Reformers Avenue; thence east along the center-line of Reformers Avenue to the center-line of LaSalle Street; thence north along the center line of LaSalle Street to the center-line of Minnesota Street;

thence east along the center-line of Minnesota Street to the center-line of Sherman Drive; thence north along the center-line of Sherman Drive to the center-line of Prospect Street; thence west along the center-line of Prospect Street to the center-line of Pleasant Run; thence in a southwestwardly direction along the center-line of Pleasant Run to the center-line of Ringgold Street; thence north along the center-line of Ringgold Street to the center line of Minnesota Street; thence west along the center-line of Minnesota Street to the center-line of East Street; the point or place of beginning, shall constitute the Seventeenth Ward.

Section Eighteen—Eighteenth Ward:

Beginning at the intersection of the center-line of Emerson Avenue and the south property line of Lexington Avenue; thence north on and along the center-line of Emerson Avenue to the north property line of Twenty-first Street; thence east on and along the north property line of Twenty-first Street to its intersection with the east property line of Ritter Avenue; thence south along the east property line of Ritter Avenue to the south property line of Sixteenth Street; thence east along the south property line of Sixteenth Street to a point 180' east of the center-line of Ritter Avenue; thence south along a line parallel to and 180' east of the center-line of Ritter Avenue to a point one hundred seventy-five feet (175') north of the center-line of Tenth Street, said center line also being the south line of Section 34, Township 16 North, Range 4 East; thence east along a line parallel and one hundred seventy-five feet (175') north of the center line of Tenth Street to a point on the west property line of Graham Avenue; thence north along the west property line of Graham Avenue to a point in the north property line of Sixteenth Street; thence east on the north property line of Sixteenth Street to the west property line of Arlington Avenue; thence north along the west property line of Arlington Avenue to its intersection with the south property line of Twenty-third Street; thence west along the south property line of Twenty-third Street to the west property line of Bolton Avenue; thence north along the west property line of Bolton Avenue to the intersection of its north projection with the south right-of-way line of the C. C. C. & St. L. Railroad Company; thence in a northeasterly direction along the afore-described south right-of-way line to its intersection with the north projection of the east property line of Kitley Avenue; thence south along the east property line of Kitley Avenue and its productions to the south property line of Twenty-first Street;

thence west along the south property line of Twenty-first Street to the east property line of Arlington Avenue; thence south along the east property line of Arlington Avenue to a point; said point being on the eastward production of the Fourteenth Street center-line located six hundred eighty and thirty-four hundredths feet (680.34') south of and parallel to the north line of the north half of the southeast quarter of Section 34, Township 16 North, Range 4 East; thence west along said eastward production of the Fourteenth Street center-line a distance of one thousand forty and twenty-four hundredths feet (1,040.24'), more or less, to the intersection of said center-line with the center-line of Priscilla Avenue, as produced due south; thence south along the afore-described center-line of Priscilla Avenue and parallel to the center-line of Graham Avenue a distance of six hundred fifty-five and five-tenths feet (655.5') to a point; thence west on a line parallel to the center-line of Tenth Street a distance of three hundred thirty-two feet (332'), more or less, to the center-line of Graham Avenue; thence south along the center-line of Graham Avenue to a point one hundred seventy-five feet (175') north of the center-line of Tenth Street; thence east on a line parallel to and one hundred seventy-five feet (175') north of the center-line of Tenth Street to a point on the center-line of Arlington Avenue; thence east to a point on the east property line of Arlington Avenue, said point being one hundred twenty-six and ninety-three hundredths feet (126.93') north of the north property line of Tenth Street; thence east a distance of one hundred thirty feet (130') to the northeast corner of Lot 81 in Pleasant Run Emminence Addition; thence south along a line forming the east property lines of Lots 81, 82 and 83 in Pleasant Run Emminence Addition to the north property line of Tenth Street; thence east along the north property line of Tenth Street to a point, said point being ninety-one and five-tenths feet (91.5') east of the production due north of the west line of the east half of the northwest quarter of Section 2, Township 15 North, Range 4 East; thence south along a line parallel to the west line of the east half of the afore-described quarter-section a distance of four hundred thirty-one and five-tenths feet (431.5') to a point; thence east along a line parallel to the center-line of Tenth Street to a point ten hundred eighty and eight-tenths feet (1080.8') east of the east property line of Sheridan Avenue; thence north along a line parallel to the east property line of Sheridan Avenue a distance of two hundred thirty-three feet (233') to a point; thence along a line north forty-seven and three-fourths degrees ($47\frac{3}{4}^{\circ}$) west a distance of one hundred ninety-four feet (194') to a point on the south property line of Tenth Street;

thence along a line due north a distance of fifty feet (50') to the north property line of Tenth Street; thence east along the north property line of Tenth Street a distance of three hundred ninety-four and two-tenths feet (394.2') to the east line of the northwest quarter of Section 2, Township 15 North, Range 4 East, said line also being the west property line of Pleasant Run Boulevard; thence south on the afore-described quarter section line to the southeast corner of said quarter section and continuing south along said line, as produced southward, to a point four hundred forty-nine and fifteen hundredths feet (449.15') south of said southeast corner; thence along a line deflecting east ninety-two degrees and thirty-three minutes ($92^{\circ} 33'$) a distance of three hundred thirty-four feet (334') to a point; thence south and parallel to the west line of the southeast quarter of Section 2, Township 15 North, Range 4 East, a distance of three hundred twenty-eight feet (328') to a point on the center-line of Lowell Avenue; thence East along the center line of Lowell Avenue to the east property line of Edmondson Avenue; thence south along the east property line of Edmondson Avenue to the north right-of-way line of the Pennsylvania Railroad; thence in a westerly direction along the afore-described right-of-way line to its intersection with a line parallel to and thirteen hundred two feet (1302') east of the east property line of Arlington Avenue; thence south along the afore-described line to a point five hundred forty-feet (540') south of the center-line of Beechwood Avenue; thence west along a line parallel to and five hundred forty feet (540') south of the center-line of Beechwood Avenue to a point three hundred fifteen feet (315') east of the west line of the southwest quarter of Section 11, Township 15 North, Range 4 East; thence south along a line parallel to and three hundred fifteen feet (315') east of the afore-described west line to the south property line of Brookville Road; thence in a northwesterly direction along the south property line of Brookville Road to the center-line of Whittier Place; thence south along the center-line of Whittier Place to the south property line of Lexington Avenue; thence west along the south property line of Lexington Avenue to the center line of Emerson Avenue, the place or point of beginning, shall constitute the Eighteenth Ward EXCEPT THE AREA DESCRIBED AS FOLLOWS: Beginning at a point, said point being the intersection of the center-line of Hawthorne Lane and the south property line of Sixteenth Street; thence south and parallel to the west line of Section 34, Township 16 North, Range 4 East, a distance of eleven hundred twenty-four feet (1124') to a point; thence east and parallel to the center-line of Sixteenth Street a distance of three hundred thirty-

three feet (333') to a point; thence north and parallel to the aforesaid west line of Section 34 to the south property line of Sixteenth Street; thence west along the south property line of Sixteenth Street a distance of three hundred thirty-three feet (333') to the place of beginning.

Section Nineteen—Nineteenth Ward:

Beginning at the intersection of the center-line of the Baltimore and Ohio Railroad and the center-line of Belmont Avenue; thence northwestwardly on and along the center-line of said railroad to the center-line of the production of the center-line of King Avenue produced north; thence south on and along the production of the said center-line and the center-line of King Avenue to the center-line of Vermont Street; thence west on and along the center-line of Vermont Street to the center-line of Goodlet Avenue; thence north on and along the center-line of Goodlet Avenue and the center-line of Goodlet Avenue produced north to the center-line of the Baltimore and Ohio Railroad; thence northwestwardly on and along the center-line of said railroad to the center-line of Tibbs Avenue; thence south on and along the center-line of Tibbs Avenue to the center-line of Vermont Street; thence west on and along the center-line of Vermont Street to the center-line of Little Eagle Creek; thence northwestwardly following the meanderings of the said creek to the south property line of Michigan Street; thence west along the south property line of Michigan Street to the west property line of Olin Avenue as produced south; thence north along the said west property line of Olin Avenue as produced south and continuing along said west property line to the south property line of Walnut Street as produced west, said line being parallel to and one hundred thirty-eight and six-hundredths feet (138.06') north of the south line of the north half of the northeast quarter of Section 5, Township 15 North, Range 3 East; thence west along the afore-described westward production of the south property line of Walnut Street a distance of eight hundred eight and four-tenths feet (808.4') to a point; thence south and parallel to the west property line of Olin Avenue a distance of one hundred thirty-eight and six hundredths feet (138.06') to a point; thence west and parallel to the south property line of Walnut Street, as produced due west, to the west property line of Grande Avenue; thence south along the west property line of Grande Avenue to the north property line of Vermont Street; thence west along the north property line of Vermont Street to the west line of the south half of the northeast quarter of Section 6, Township 15 North, Range 3 East; thence north along

the afore-described west line to the northwest corner of the south half of the northeast quarter of the aforesaid Section 6; thence east along the north line of the afore-described south half of the northeast quarter of Section 6 a distance of seven hundred fifty-two and four-tenths feet (752.4') to a point; thence south thirty-five degrees (35°) east a distance of three hundred ninety-nine and ninety-six hundredths feet (399.96') to a point; thence north forty-three and one-half degrees (43½°) east a distance of four hundred nineteen and one-tenth feet (419.1') to a point in the north line of the south half of the northeast quarter of the aforesaid Section 6; thence north twenty-six and seven-tenths feet (26.7') to a point; thence east on a straight line to a point in the east property line of Grande Avenue, said point being a distance of fourteen hundred seventy-five and one-tenth feet (1475.1') south of the north line of Section 5, Township 15 North, Range 3 East; thence north along the east property line of Grande Avenue a distance of five hundred forty-five and one-tenth feet (545.1') to a point; thence east and parallel to the north line of the afore-described Section 5 to a point seventeen hundred sixty feet (1760') east of the west line of the north half of the northwest quarter of the aforesaid Section 5, thence south and parallel to the west property line of Olin Avenue a distance of three hundred ninety-two and sixty-four hundredths feet (392.64') to a point; thence east along a line two hundred thirty-eight and six hundredths feet (238.6') north of and parallel to the south line of the north half of the northwest quarter of the afore-described Section 5 a distance of eight hundred eight and four-tenths feet (808.4') to the west property line of Olin Avenue; thence north along the west property line of Olin Avenue to the south property line of Tenth Street; thence east along the south property line of Tenth Street to the center line of Olin Avenue; thence in a northerly direction along the center-line of Olin Avenue to the north property line of Sixteenth Street, said line being forty-five feet (45') north of the south line of the northeast quarter of Section 32, Township 16 North, Range 3 East; thence east along the north property line of Sixteenth Street to a point said point being two hundred fifty-six and eighty-four hundredths feet (256.84') east of the west line of the northwest quarter of Section 33, Township 16 North, Range 3 East; thence north and parallel to the west line of the afore-described Section 33 a distance of two hundred thirty-eight feet (238') to a point; thence west and parallel to the north property line of Sixteenth Street a distance of ninety and thirty-four hundredths feet (90.34') to a point; thence north and parallel to the west line of the afore-described Section 33 a distance of five hundred ninety feet (590') to

a point; thence east on and along the south property line of Eighteenth Street a distance of two hundred ninety-five and eighty-five hundredths feet (295.85') to a point; thence south and parallel to the west line of said Section 33 a distance of five hundred ninety feet (590') to a point; thence west and parallel to the north property line of Sixteenth Street a distance of ninety feet (90') to a point; thence south and parallel to the west line of the afore-described Section 33 to the afore-described north property line of Sixteenth Street; thence east along the north property line of Sixteenth Street to the west property line of Goodlet Avenue; thence north along the west property line of Goodlet Avenue to the south property line of Nineteenth Street; thence west along the south property line of Nineteenth Street to the west property line of Tibbs Avenue; thence north along the west property line of Tibbs Avenue to a point twenty-nine hundred forty-nine feet (2949') north of the south line of Section 28, Township 16 North, Range 3 East; thence east along a line parallel to the afore-described south section line to the northeast property line of Lafayette Road; thence southeastwardly along the northeast property line of Lafayette Road to the east property line of Kessler Boulevard, North Drive; thence south along the afore-described east property line of Kessler Boulevard, North Drive, to a point three hundred fifty-three and nine-tenths feet (353.9') north of the south line of the afore-described Section 28; thence east and parallel to the aforesaid south line of Section 28 a distance of twelve hundred sixty-nine and five-tenths feet (1269.5'), more or less, to the center-line of Warman Avenue; thence north along the center-line of Warman Avenue to the north line of Woollings Gold Coast Addition; thence east along the afore-described north line to the west property line of Cold Spring Road; thence in a northerly, northeasterly, northerly, northwesterly and northeasterly direction along the west property line of Cold Spring Road to the south line of Section 15, Township 16 North, Range 3 East; thence east along the above described south Section line, said Section line also being the north line of Wayne Township, Marion County, to the east line of said Wayne Township (the center-line of Belmont Avenue produced north); thence south on and along the center-line of Belmont Avenue as produced north and continuing south along the center-line of Belmont Avenue to the center-line of the Baltimore and Ohio Railroad, the point or place of beginning, shall constitute the Nineteenth Ward, EXCEPT THE AREA DESCRIBED AS FOLLOWS: Beginning at a point, said point being the intersection of the southwest property line of Lafayette Road and the center-line of Twentieth Street; thence west along the center-line of

Twentieth Street to the center-line of Warman Avenue; thence north along the center-line of Warman Avenue to the south property line of Twenty-first Street; thence east along the south property line of Twenty-first Street to the southwest property line of Lafayette Road; thence southeast along the southwest property line of Lafayette Road to the center-line of Twentieth Street, the point of beginning.

Section Twenty—Twentieth Ward:

Beginning at the intersection of the center-line of Northwestern Avenue and Maple Road; thence northwest along the center-line of Northwestern Avenue to the north property line of Woodstock Drive; thence northeastwardly on and along the north property line of Woodstock Drive to the intersection of the north property line of Forty-second Street and the east property line of Shooters Hill, Inc., thence north along the east property line of said Shooters Hill, Inc., to the south bank of the Indianapolis Water Company Canal; thence northeastwardly along the south bank of said canal to the center-line of Boulevard Place as produced north; thence south along said production and continuing south along the center-line of Boulevard Place to the center-line of Fifty-fourth Street; thence east on and along the center-line of Fifty-fourth Street to the center-line of Central Avenue; thence south on and along the center-line of Central Avenue to the center-line of Forty-sixth Street; thence east along the center-line of Forty-sixth Street to the center-line of College Avenue; thence south along the center-line of College Avenue to the center-line of Maple Road; thence west along the center-line of Maple Road to the center-line of Northwestern Avenue, the point or place of beginning, which shall constitute the Twentieth Ward.

Section Twenty-one—Twenty-first Ward:

Beginning at the intersection of the center-lines of Boulevard Place and Fifty-fourth Streets; thence northwest on and along the center-line of Boulevard Place and its production north to the southeast bank of the Indianapolis Water Company Canal; thence northeastwardly along the southeast bank of said canal to its intersection with the west property line of Illinois Street; thence north along the west property line of Illinois Street to the south property line of Kessler Boulevard, West Drive; thence southwest along the southerly property line of Kessler Boulevard, West Drive, to the low water mark on the east side of the White River; thence in a northeasterly direction along the afore-described low water line to the south line of Section 35,

Township 17 North, Range 3 East; thence west on and along the afore-described south line of Section 35 to the east property line of Spring Mill Road; thence north along the east property line of Spring Mill Road to the south property line of Sixty-fourth Street; thence eastwardly along the south property line of Sixty-fourth Street to the low water mark on the east bank of White River; thence in a northeasterly direction along the afore-described low water mark to a point, said point being on the line produced to the southeast by the southwestern property line of Pennsylvania Street, as located north of the White River; thence northwest along the afore-described southerly property line of Pennsylvania Street as produced to the southeast to the said southerly property line and continuing along the curving line of the said property line to its intersection with the west line of the northeast quarter of Section 35, Township 17 North, Range 3 East; thence north along the afore-described west line to the center-line of Seventy-first Street; thence east along the center-line of Seventy-first Street a distance of two hundred ninety-five and twenty-two hundredths feet (295.22') to a point; thence south and parallel to the west line of the aforesaid Section 35 a distance of two hundred thirty feet (230') to a point; thence east along a line parallel to the center-line of Seventy-first Street a distance of three hundred seventy-eight and seventy-eight hundredths feet (378.78') to a point on the center-line of Washington Boulevard; thence south on the center-line of Washington Boulevard a distance of thirty-five feet (35') to a point; thence east along a line parallel to the center-line of Seventy-first Street a distance of two hundred sixty-two and two-tenths feet (262.2') to a point; thence north a distance of twenty-two feet to a point; thence east along a line parallel to the center-line of Seventy-first Street a distance of eighty-five feet (85') to a point; thence north along a line parallel to the west line of the afore-described Section 35 a distance of two hundred forty-three feet (243') to the center-line of Seventy-first Street; thence east along the center line of Seventy-first Street to the east property line of College Avenue; thence south along the east property line of College Avenue to the low water mark on the south side of White River; thence along the easterly and southerly meanderings of the low water mark of the White River to a point, said point being the intersection of the afore-described low water mark with a line projected north fifty-six degrees (56°) west from the southeast corner of the American Aggregate Company's property, formerly known as the H. P. B. Dawson property; thence along a line south fifty-six degrees (56°) east to a point, said point being the southeast corner of the afore-described American Aggregate Company property; thence northeastwardly along a line, said line being a northwest

property line of the Indianapolis Water Company's property, to a point, said point being the intersection of the said northwest property line with the south line of the north half of the southeast quarter of Section 36, Township Seventeen North, Range 3 East; thence east on and along the south line of the afore-described part of Section 36 to the intersection of said line with the low water mark on the east side of White River; thence in a northeasterly direction on and along the easterly low-water mark of the White River a distance of four hundred fifteen feet (415'), more or less, to a point; thence on and along an easterly line parallel to the south line of the afore-described Section 36 a distance of three hundred fifty-three and one-tenth feet (353.1') to a point; thence along a northerly line parallel to the east line of the afore-described Section 36 a distance of two hundred twenty-six and five-tenths feet (226.5') to a point; thence along an easterly line parallel to the south line of the afore-described Section 36 a distance of one thousand eighty-six and five-tenths feet (1,086.5') to a point on the west property line of Evanston Avenue; thence south on and along the west property line of Evanston Avenue a distance of one thousand three hundred three and seventy-five hundredths feet (1,303.75') to a point; thence west on and along the north line of Morton B. Dawson's 1st Addition to a point on the northwest corner of said addition; thence south on and along a line parallel to the east line of the afore-described Section 36 a distance of ninety-one and thirty-five hundredths feet (91.35') to the northeast corner of Northcliff Addition; thence west on and along the north line of Northcliff Addition, a distance of five hundred seventy and twenty-four hundredths feet (570.24'), more or less, to the northwest corner of Northcliff Addition; thence south on and along the west line of Northcliff Addition a distance of five hundred forty-five and nine-tenths feet (545.9') to the north right-of-way line of Broadripple Avenue, said line being 45' north of the south line of the afore-described Section 36; thence east along the afore-described north right-of-way line to a point at which said line intersects the east property line of Evanston Avenue; thence south and along the east property line of Evanston Avenue to its intersection with the north property line of Kessler Boulevard, East Drive; thence east on and along said north property line of Kessler Boulevard, East Drive, to its intersection with the east property line of Keystone Avenue; thence north on and along said east property line of Keystone Avenue a distance of five hundred thirty feet (530') to a point; thence along an easterly line parallel to the north property line of Kessler Boulevard, East Drive, a distance of four hundred twenty feet (420') to a point; thence along

a southerly line parallel to the east property line of Keystone Avenue a distance of six hundred thirty feet (630') to a point, said point being on the south right-of-way line of Kessler Boulevard, East Drive; thence west on and along the south right-of-way line of Kessler Boulevard, East Drive, said line being fifty feet (50') south of and parallel to the south line of the northwest and northeast quarters of Section 6, Township 16 North, Range 4 East, to a point, said point being three hundred sixty-six and seventy-one hundredths feet (366.71') east of the east right-of-way line of the Chicago, Indianapolis and Louisville Railroad Company; thence south along the west line of Oakridge Subdivision a distance of six hundred ten feet (610'), more or less, to the south line of said Oakridge Subdivision; thence east along the south line of Oakridge Subdivision a distance of six hundred sixty feet (660'), more or less, to a west line of the Maple Lawn Subdivision; thence south along a west line of Maple Lawn Subdivision a distance of one thousand eighty-eight and seventy-five hundredths feet (1,088.75'), more or less, to the northeast corner of Lot 311 in Maple Lawn Subdivisions; thence west along the north line of said Lot 311 in Maple Lawn Subdivision to the east property line of Crestview Avenue; thence south along the east property line of Crestview Avenue to the south property line of Fifty-sixth Street; thence west along the south property line of Fifty-sixth Street to the east right-of-way line of the Chicago, Indianapolis and Louisville Railroad Company; thence south along the east right-of-way line of the afore-described railroad to the center-line of Fifty-fourth Street as produced east; thence west on and along the center-line of Fifty-fourth Street to the intersection of the center-line of Boulevard Place, the place or point of beginning, which shall constitute the Twenty-first Ward.

Section Twenty-two—Twenty-second Ward:

Beginning at the intersection of the center-lines of Central Avenue and Fifty-fourth Street; thence east on and along the center-line of Fifty-fourth Street to the east right-of-way line of the C. I. & L. Railroad Company; thence south on and along the afore-described east line of the north property line of Fifty-second Street; thence east along the north property line of Fifty-second Street to the west property line of Ralston Avenue; thence north along the west property line of Ralston Avenue to the north property line of Fifty-fourth Street, said line being twenty-five feet (25') north of the south line of the north half of the northeast quarter of Section 7, Township 16 North, Range 3 East; thence east along the afore-described line to a

point on the west line of the east half of the aforesaid Section 7; thence south and parallel to the east line of the aforesaid Section 7 a distance of thirteen hundred forty-one and eight-tenths feet (1,341.8') to the north property line of Fifty-second Street, said line also being twenty-five feet (25') north of the south line of the north $\frac{1}{2}$ of the aforesaid Section 7; thence east on and along the north property line of Fifty-second Street to the east property line of Keystone Avenue; thence south on and along the east property line of Keystone Avenue a distance of five hundred ninety-nine and sixty-six hundredths feet (599.66'), to a point; thence east on and along a line parallel to the south property line of Fifty-second Street to a point on the west right-of-way line of the New York, Chicago and St. Louis Railroad Company; thence in a southwesterly direction along the west right-of-way line of the afore-described railroad to a point on the east property line of Keystone Avenue; thence south along the east property line of Keystone Avenue to a point, said point being located two hundred feet (200') north of the center line of Forty-sixth Street; thence east along a line parallel to the center-line of Forty-sixth Street a distance of seven hundred thirteen and five-tenths feet (713.5') to a point; thence on and along a line south thirteen and one-fourth degrees ($13\frac{1}{4}^{\circ}$) west a distance of two hundred six feet (206') to a point, said point being on the center-line of Forty-sixth Street; thence south a distance of twenty-five feet (25') to a point on the south property line of Forty-sixth Street, said point being a distance of six hundred sixty-one feet (661') east of the center-line of Keystone Avenue; thence west along the south property line of Forty-sixth Street to the east property line of Keystone Avenue; thence south along the east property line of Keystone Avenue to a point on the northwest property line of Allisonville Road; thence on and along the northwesterly property line of Allisonville Road in a southwesterly direction to its intersection with the center-line of the State Fair Grounds Bridge (39th Street Bridge), as produced west; thence in a southeasterly direction along the afore-described bridge center-line as produced east and west, to its intersection with the east right-of-way line of the Nickel Plate Railroad; thence in a northerly direction on and along the east right-of-way line of the Nickel Plate Railroad to a point on the northwestern production of the southwesterly property line of Caroline Avenue; thence southeast along the afore-described northwestern production to a point on the southerly property line of Sutherland Avenue (the Millersville Road); thence in an easterly direction along the south property line of Sutherland Avenue to a point in the center-line of the first alley east of

Eastern Avenue; thence northwest along the production of the center-line of the afore-described alley to a point in the center-line of Sutherland Avenue; thence in a north-easterly direction along the center line of Sutherland Avenue a distance of five hundred fifty-one and fifteen-hundredths feet (551.15') to a point; thence in a south-easterly direction at a right angle and on a line bearing south thirty-eight degrees and three minutes ($38^{\circ} 3'$) east a distance of seven hundred feet (700') to a point; thence in a northeasterly direction and parallel to the center-line of Millersville Road a distance of six hundred seventy-four and seventy-four hundredths feet (674.74') to a point; thence in a northerly direction on a line bearing north forty-three minutes (43') west a distance of six hundred six and four-tenths feet (606.4') to a point in the north property line of Forty-second Street; thence in a southeasterly direction on and along the north property line of Forty-second Street a distance of twelve hundred eighty-eight and five-tenths feet (1288.5') more or less, to a point twenty-five feet (25') north of the northeast corner of the west half of the southeast quarter of Section 17, Township 16 North, Range 4 East; thence south along a line parallel to the east line of the afore-described Section 17 a distance of twenty-six hundred fifty-three and forty-five hundredths feet (2653.45'), more or less, to a point in the north property line of 38th Street, North Drive, as produced eastward; thence east on and along the production due east and west of the north property line of 38th Street, North Drive, and along said north property line to a point, said point being six hundred sixty-nine and seventeen hundredths feet (669.17') west of the east line of the southwest quarter of the southwest quarter of Section 16, Township 16 North, Range 4 East; thence north along a line parallel to the afore-described east quarter section line a distance of six hundred and five-tenths feet (600.5') to a point; thence east along a line parallel to the center-line of 38th Street a distance of six hundred ninety-three and three-tenths feet (693.3') to the east property line of Forest Manor Avenue; thence south along the east property line of Forest Manor Avenue to the north property line of Thirty-eighth Street, North Drive; thence east along the north property line of Thirty-eighth Street, North Drive, and its eastward production to the center-line of Emerson Avenue; thence south along the center line of Emerson Avenue to the center line of 38th Street; thence west on and along the center line of 38th Street to the center-line of College Avenue; thence north along the center-line of College Avenue to the center-line of Forty-sixth Street; thence west on and along the center-line of Forty-sixth Street to the center line of Central Avenue; thence on and along the center-line of Central Avenue to the center line of

Fifty-fourth Street, the place and point of beginning, which shall constitute the Twenty-second Ward.

Section Twenty-three—Twenty-third Ward:

Beginning at the intersection of the south property line of Thirty-eighth Street and the center-line of Temple Avenue; thence south on and along the center-line of Temple Avenue to the center-line of Thirty-fourth Street; thence southwardly on and along the west property line of George Washington Park to the center-line of Thirtieth Street; thence west on and along the center-line of Thirtieth Street to the center-line of Temple Avenue; thence south on and along the center-line of Temple Avenue to the center-line of Twenty-eighth Street; thence east on and along the center-line of Twenty-eighth Street to the center-line of Wheeler Street; thence south on and along the center-line of Wheeler Street to the center-line of Twenty-third Street; thence west on and along the center-line of Twenty-third Street to the center-line of Glenn Drive; thence westwardly on and along the center-line of Glenn Drive to the center-line of Keystone Avenue; thence south on and along the center-line of Keystone Avenue to the center-line of the Belt Railroad; thence west on and along the center-line of the Belt Railroad to the center-line of Caroline Street; thence south on and along the center-line of Caroline Street to the center-line of Roosevelt Avenue; thence southwestwardly on and along the center-line of Roosevelt Avenue to the center-line of Valley Avenue; thence eastwardly on and along the center-line of Valley Avenue to the center-line of Massachusetts Avenue; thence southwestwardly on and along the center-line of Massachusetts Avenue to the center-line of Cornell Avenue; thence north on and along the center-line of Cornell Avenue to the center-line of Fifteenth Street; thence east on and along the center-line of Fifteenth Street to the center-line of the Nickel Plate Railroad; thence north on and along the center-line of the Nickel Plate Railroad to the south property line of Thirty-eighth Street; thence east on and along the south property line of Thirty-eighth Street to the center of Temple Avenue, the point or place of beginning shall constitute the Twenty-third Ward.

Section Twenty-four—Twenty-fourth Ward:

Beginning at the intersection of the center-line of Belmont Avenue with the north right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (Vandalia Division); thence southwest on and

along the north right-of-way line of said railroad to the center-line of Raymond Street; thence west on and along the center-line of Raymond Street to the west line of the east half of the southeast quarter of Section sixteen (16) township fifteen (15) north range three (3) east; thence north on and along the said line to the southwest bank of Big Eagle Creek; thence northwestwardly following the meanderings of the southwest bank of said creek to the south right-of-way line of the Indiana Railroad, Inc. (Traction Company); thence southwestwardly on and along the south right-of-way line of said railroad to the center-line of Tibbs Avenue; thence north and northwestwardly on and along the center-line of Tibbs Avenue to the center-line of Washington Street; thence eastwardly on and along the center-line of Washington Street fifteen and five-tenths (15.5) feet to a point; thence northwardly two hundred sixty-nine (269) feet more or less to a point on the southwest boundary of Salem Park Addition; thence northwestwardly on and along the southwest boundary of Salem Park Addition to the center-line of Market Street; thence east on and along the center-line of Market Street and the said center-line produced east to the center-line of the production line of Tibbs Avenue; thence north on and along the production of the center-line of Tibbs Avenue and the center-line of Tibbs Avenue to the center-line of the Baltimore and Ohio Railroad; thence southeastwardly on and along the center-line of said railroad to the center-line of Goodlet Avenue produced north; thence south on and along the center-line of Goodlet Avenue produced north and the center-line of Goodlet Avenue to the center-line of Vermont Street; thence east on and along the center-line of Vermont Street to the center-line of King Avenue; thence north on and along the center-line of King Avenue and said center-line produced north to the center-line of the Baltimore and Ohio Railroad; thence southeastwardly on and along the center-line of the said railroad to the center-line of Belmont Avenue; thence south on and along the center-line of Belmont Avenue to the north right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad, being the point or place of beginning, shall constitute the boundary of the Twenty-fourth Ward.

Section Twenty-five—Twenty-fifth Ward:

Beginning at the intersection of the center-lines of Oakland Avenue and Michigan Street; thence east along the center-line of Michigan Street to the center-line of Emerson Avenue; thence south along the center-line of Emerson Avenue to the north property line of Prospect Street; thence west along the north property line of Prospect

Street to the east property line of Southeastern Avenue; thence south to the south property line of Prospect Street; thence west along the south property line of Prospect Street to the center-line of Sherman Drive; thence north along the center-line of Sherman Drive to the center-line of English Avenue; thence west along the center line of English Avenue to the center line of the Indianapolis Union Railway right-of-way; thence north along the aforesaid center line to the center line of Washington Street; thence west along the center-line of Washington Street to the center-line of Oakland Avenue; thence north along the center-line of Oakland Avenue to the center line of Michigan Street; the point or place of beginning, which shall constitute the Twenty-fifth Ward.

Section Twenty-six—Twenty-sixth Ward:

Beginning at the intersection of the center-line of Troy Avenue with the west property line of Shelby Street; thence south along the west property line of Shelby Street to the center-line of Hanna Avenue; thence west along the center-line of Hanna Avenue to the center-line of Madison Avenue; thence southeast along the center-line of Madison Avenue to the south line of the northwest quarter of Section 31, Township 15 North, Range 4 East; thence east along the afore-described south line to the center-line of State Street produced south; thence north on the production of the center-line of State Street and continuing along the center-line of State Street to the center-line of Hanna Avenue; thence west along the center line of Hanna Avenue to the east property line of Shelby Street; thence north along the east property line of Shelby Street to the center line of the first alley south of Martin Street; thence east along the center line of the said alley to the center-line of State Street; thence north along the center-line of State Street and the production of the said center-line to the center line of Troy Avenue; thence west along the center line of Troy Avenue to the west property line of Shelby Street, the point or place of beginning, shall constitute the Twenty-sixth Ward.

Section B. Should the corporate limits of the city of Indianapolis be by annexation or disannexation or legal proceedings increased or diminished hereafter, such perimeter increase or diminution shall be added to or taken from the contiguous ward boundary within the township and in accordance with the election law of the State of Indiana, and the ward boundaries shall be deemed redefined to accord therewith.

Section C. This ordinance shall be effective as of noon, November 15, 1950 A.D., after passage and approval by the Mayor.

Section D. General Ordinance No. 14 of 1937 is expressly repealed upon the taking effect of this ordinance, and all other ordinances in conflict herewith are likewise repealed.

Which was read for the first time and referred to the Board of Public Works.

By the Purchasing Agent:

GENERAL ORDINANCE NO. 69, 1950

AN ORDINANCE authorizing the Board of Public Works to purchase through its duly authorized Purchasing Agent, certain equipment to be paid for out of funds heretofore appropriated; and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the Board of Public Works of the City of Indianapolis be and it is hereby authorized and empowered to purchase, through its duly authorized purchasing agent, the hereinafter designated equipment to be used by the department as indicated. The said equipment is to be purchased from the lowest and best bidder, or bidders, whose bids have been received and opened in public by the said Board after advertisement therefor, as provided by law and the total cost of said equipment shall not exceed the sum of money heretofore appropriated for the use of said Board.

BOARD OF PUBLIC WORKS
STREET COMMISSIONERS DEPARTMENT

Requisition No. 12473—1 only Netco Catch Basin Cleaner,
with pneumatic controls -----\$6,783.00

Section 2. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

Which was read for the first time and referred to the Committee on Public Works.

By the Board of Public Safety:

GENERAL ORDINANCE NO. 70, 1950

AN ORDINANCE prohibiting and regulating parking on certain parts of a certain street in the City of Indianapolis, providing a penalty for the violation thereof; and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That it shall be unlawful for the owner or operator of a motor vehicle to park the same or suffer, permit or allow the same to be parked at any time upon certain parts of a certain street in the city of Indianapolis, described as follows:

East side of West Street from 7 a. m. to 9 a. m., and on the west side of West Street from 4 p. m. to 6 p. m., beginning at the South Curb Line of West South Street and extending south to the North Curb Line of West Morris Street.

Section 2. Any person violating the provisions of this ordinance shall, upon conviction, be fined in any sum not exceeding Three Hundred Dollars (\$300.00), to which may be added imprisonment not exceeding one hundred eighty (180) days.

Section 3. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

Which was read for the first time and referred to the Committee on Elections.

By the Board of Public Safety:

GENERAL ORDINANCE NO. 71, 1950

AN ORDINANCE to amend Section 44 of General Ordinance No. 96-1928, as amended to establish certain parts of certain streets as preferential streets in the city of Indianapolis.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That Section 44 of General Ordinance No. 96-1928, as amended, be and the same is hereby further amended by adding thereto the following subsection:

Koehne Street from the north curb line of West Washington Street, to the south curb line of New York Street.

Section 2. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

Which was read for the first time and referred to the Committee on Public Parks.

By the Board of Public Safety:

GENERAL ORDINANCE NO. 72, 1950

AN ORDINANCE prohibiting and regulating parking on a certain part of a certain street in the City of Indianapolis, providing a penalty for the violation thereof; and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That it shall be unlawful for the owner or operator of a motor vehicle to park the same or suffer, permit or allow the same to be parked at any time upon a certain part of a certain street in the city of Indianapolis, described as follows:

East side of North Pennsylvania Street from the south curb line of 14th Street and extending south a distance of eighty-two (82) feet.

Section 2. Any person violating the provisions of this ordinance shall, upon conviction, be fined in any sum not exceeding Three Hundred Dollars (\$300.00) to which may be added imprisonment not exceeding one hundred eighty (180) days.

Section 3. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

Which was read for the first time and referred to the Committee on City Welfare.

By the Board of Public Safety:

GENERAL ORDINANCE NO. 73, 1950

AN ORDINANCE establishing a certain passenger and/or loading zone in the City of Indianapolis, pursuant to the provisions of Section 26 of General Ordinance No. 96, 1928, as amended; and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That for the purpose of providing the owners or occupants of certain premises fronting on certain public streets in the City of Indianapolis with ingress and egress for passengers, materials and merchandise coming to or going from such premises, such owners or occupants having complied with the provisions of Section 26 of General Ordinance No. 96, 1928, as amended, and the Board of Public Safety, after due investigation having recommended the establishment of the same, the following passenger and/or loading zone be and the same is hereby established in the city of Indianapolis, to-wit:

- (a) A loading zone beginning at a point at the west building line of 126 West Vermont Street and extending 50 feet east on the north side of West Vermont Street, for the use and occupancy of Simplex-Bruder Motor Parts Company, 126 West Vermont Street.

Section 2. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

Which was read for the first time and referred to the Committee on Elections.

By Councilman Jameson:

GENERAL ORDINANCE NO. 74, 1950

AN ORDINANCE concerning the registration and bonding of Communists in the City of Indianapolis and fixing penalties for the violation thereof.

WHEREAS, Communists' political ideology contemplates the seizure of government by force and suppression of individual rights, and,

WHEREAS, the United States has armed forces in active combat and undeclared war with Communists in Korea and elsewhere, and

WHEREAS, Communists and others advocating the overthrow of government by force are currently active throughout the country, and particularly in large industrial areas, in a program of sedition, espionage and sabotage, and,

WHEREAS, the City of Indianapolis has many industries and installations important to our local and national security, and,

WHEREAS, the threat of Communism is a clear and present danger.

NOW, THEREFORE, in order to preserve the peace and maintain vigilance within our community,

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. All members of the Communist Party and all others advocating overthrow of government by force who are residents or regularly employed in the City of Indianapolis shall within 30 days of the promulgation of this ordinance register with the Clerk of the City of Indianapolis, and register thereafter semi-annually the first week in January and the first week in July.

Section 2. Each registrant shall post a peace bond in the principal sum of \$1,000.00 with good and sufficient surety to be approved by such Clerk and conditioned upon the maintenance of peace.

Section 3. The failure to comply with Sections 1 and 2 of this ordinance is hereby declared to be a misdemeanor and shall be pun-

ishable upon conviction thereof by a fine of not more than \$500.00 or by imprisonment for a period of not more than one hundred and eighty days (180) or by both such fine and imprisonment.

Which was read for the first time and referred to the Committee on Public Health.

By the Board of Public Safety:

GENERAL ORDINANCE NO. 75, 1950

AN ORDINANCE to amend Section 44 of General Ordinance No. 96-1928, of the City of Indianapolis as amended, designating a certain intersection at which the operator of any vehicle approaching the same shall stop his vehicle, providing a penalty for the violation thereof and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the operator of any vehicle approaching the following intersection, to-wit:

Intersection of 21st Street and North Sherman Drive,

shall bring his vehicle to a full and complete stop at such place where the roadway upon which he is traveling meets the prolongation of the nearest property line of such other roadway forming the above described intersection.

The Board of Public Safety is hereby authorized and required to place and maintain or cause to be placed and maintained appropriate signs or markers bearing the word "STOP" to be located in such a position and to be provided with letters of such size as to be legible to the operator of a vehicle at least 100 feet from such place where such operator is required by the provisions of this section to stop.

Section 2. Any person violating any provision of Section 1 of this ordinance, shall upon conviction be fined in any sum not exceeding Three Hundred Dollars (\$300.00) to which may be added imprisonment not exceeding one hundred and eighty (180) days.

Section 3. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

Which was read for the first time and referred to the Committee on Public Safety.

By the Board of Public Safety:

GENERAL ORDINANCE NO. 76, 1950

AN ORDINANCE to require certain railroad companies to establish, maintain and operate an automatic warning signal of the flasher type at the crossing of their tracks at Miley Avenue in the City of Indianapolis, Indiana, providing a penalty for the violation thereof and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the Baltimore and Ohio Railroad and the C. C. C. and St. Louis Railroad shall establish and thereafter maintain and operate for twenty-four (24) hours each day an automatic warning signal of the flasher type at the crossings of their tracks at Miley Avenue in the City of Indianapolis, Indiana.

Section 2. Any person or corporation failing to comply with this ordinance shall upon conviction thereof, be fined in any sum not exceeding one hundred dollars (\$100.00), and each day's violation shall constitute a separate offense.

Section 3. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

Which was read for the first time and referred to the Committee on Public Parks.

By Councilman Ehlers:

GENERAL ORDINANCE NO. 77, 1950

AN ORDINANCE prohibiting and regulating parking on a certain part of a certain street in the City of Indianapolis, providing a

penalty for the violation thereof, and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That it shall be unlawful for the owner or operator of a motor vehicle to park the same or suffer, permit or allow the same to be parked at any time upon a certain part of a certain street in the City of Indianapolis, described as follows:

North side of Michigan Street from the east curb line of East Street to the west curb line of Noble Street.

Section 2. Any person violating the provisions of this ordinance shall, upon conviction, be fined in any sum not exceeding Three Hundred Dollars, (\$300.00) to which may be added imprisonment not exceeding one hundred eighty (180) days.

Section 3. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor and publication according to law.

Which was read for the first time and referred to the Committee on Public Safety.

By the City Attorney:

GENERAL ORDINANCE NO. 78, 1950

AN ORDINANCE defining the boundaries to the City of Indianapolis, and fixing a time when the same will take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. The entire corporate boundaries of the City of Indianapolis are hereby declared and defined to be as follows to-wit:

"Beginning at a point where the east property line of College Avenue intersects the low water mark on the south side of the White River; thence

Along the easterly and southerly meanderings of the low water mark of the White River to a point, said point being the intersection of the afore-described low water mark with a line projected north fifty-six degrees (56°) west from the southeast corner of the American Aggregate Company's property, formerly known as the H. P. B. Dawson property; thence

Along a line south fifty-six (56) degrees east to a point, said point being the southeast corner of the afore-described American Aggregate Company property; thence

Northeastwardly along a line, said line being a northwest property line of the Indianapolis Water Company's property, to a point, said point being the intersection of the said northwest property line with the south line of the north half of the southeast quarter of Section 36, Township Seventeen North, Range 3 East; thence

East on and along the south line of the afore-described part of Section 36 to the intersection of said line with the low water mark on the east side of White River; thence

In a northeasterly direction on and along the easterly low water mark of the White River a distance of four hundred fifteen feet ($415'$), more or less, to a point; thence

On and along an easterly line parallel to the south line of the afore-described Section 36 a distance of three hundred fifty-three and one-tenth feet ($353.1'$) to a point; thence

Along a northerly line parallel to the east line of the afore-described Section 36 a distance of two hundred twenty-six and five-tenths feet ($226.5'$) to a point; thence

Along an easterly line parallel to the south line of the afore-described Section 36, a distance of one thousand eighty-six and five-tenths feet ($1086.5'$) to a point on the west property line of Evanston Avenue; thence

South on and along the west property line of Evanston Avenue a distance of one thousand three hundred three and seventy-five hundredths feet ($1303.75'$) to a point; thence

West on and along the north line of Norton B. Dawson's 1st Addition to a point on the northwest corner of said addition; thence

South on and along a line parallel to the east line of the afore-described Section 36 a distance of ninety-one and thirty-five hundredths feet (91.35') to the northeast corner of Northcliff Addition; thence

West on and along the north line of Northcliff Addition, a distance of five hundred seventy and twenty-four hundredths feet (570.24'), more or less, to the northwest corner of Northcliff Addition; thence

South on and along the west line of Northcliff Addition a distance of five hundred forty-five and nine-tenths feet (545.9') to the north right-of-way line of Broad Ripple Avenue, said line being 45' north of the south line of afore-described Section 36; thence

East along the afore-described north right-of way line and said line extended to a point at which said line intersects with the east property line of Evanston Avenue extended northward; thence

South and along the east property line of Evanston Avenue to its intersection with the north property line of Kessler Boulevard, East Drive; thence

East on and along said north property line of Kessler Boulevard, East Drive to its intersection with the east property line of Keystone Avenue; thence

North on and along said east property line of Keystone Avenue a distance of five hundred thirty feet (530') to a point; thence

Along an easterly line parallel to the north property line of Kessler Boulevard, East Drive, a distance of four hundred twenty feet (420') to a point; thence

Along a southerly line parallel to the east property line of Keystone Avenue a distance of six hundred thirty feet (630') to a point, said point being on the south right-of-way line of Kessler Boulevard, East Drive; thence

West on and along the south right-of-way line of Kessler Boulevard, East Drive, said line being fifty feet (50') south of and parallel to the south line of the northwest and northeast quarter of Section Six, Township 16 North, Range 4 East, to a point, said point being three hundred sixty-six and seventy-one hundredths feet (366.71') east of

the east right-of-way line of the Chicago, Indianapolis and Louisville Railroad Company; thence

South along the west line of Oakridge Subdivision a distance of six hundred ten feet (610'), more or less, to the south line of said Oakridge Subdivision; thence

East along the south line of Oakridge subdivision a distance of six hundred sixty feet (660'), more or less, to a west line of the Maple Lawn Subdivision; thence

South along a west line of Maple Lawn Subdivision a distance of one thousand eighty-eight and seventy-five hundredths feet (1088.75') more or less, to the northeast corner of Lot 311 in Maple Lawn Subdivision; thence

West along the north line of said Lot 311 in Maple Lawn Subdivision to the east property line of Crestview Avenue; thence

South along the east property line of Crestview Avenue to the south property line of Fifty-sixth Street; thence

West along the south property line of Fifty-sixth Street to its intersection with the east right-of-way line of the Chicago, Indianapolis and Louisville Railroad Company; thence

South along the east right-of-way line of the afore-described railroad to the north property line of Fifty-second Street; thence

East along the north property line of Fifty-second Street to the west property line of Ralston Avenue; thence

North along the west property line of Ralston Avenue to the north property line of Fifty-fourth Street, said line being twenty-five feet (25') north of the south line of the north half of the northeast quarter of Section 7, Township 16 North, Range 4 East; thence

East along the afore-described line to a point on the west line of the east half of the afore-said Section 7; thence

South and parallel to the east line of the aforesaid Section 7 a distance of thirteen hundred forty-one and eight-tenths feet (1341.8') to the north property line of Fifty-second Street, said line also being

twenty-five feet (25') north of the south line of the north $\frac{1}{2}$ of the aforesaid Section 7; thence

East on and along the north property line of Fifty-second Street to the east property line of Keystone Avenue; thence

South on and along the east property line of Keystone Avenue a distance of five hundred ninety-nine and sixty-six hundredths feet (599.66') to a point; thence

East on and along a line parallel to the south property line of Fifty-second Street to a point on the west right-of-way line of the New York, Chicago and St. Louis Railroad Company; thence

In a southwesterly direction along the west right-of-way line of the afore-described railroad to a point on the east right-of-way line of Keystone Avenue; thence

South along the east right-of-way line of Keystone Avenue to a point, said point being located two hundred feet (200') north of the center-line of Forty-sixth Street; thence

East along a line parallel to the center-line of Forty-sixth Street a distance of seven hundred thirteen and five-tenths feet (713.5') to a point; thence

On and along a line south thirteen and one-fourth degrees ($13\frac{1}{4}^{\circ}$) west a distance of two hundred six feet (206') to a point, said point being on the center-line of Forty-sixth Street; thence

South a distance of twenty-five feet (25') to a point on the south right-of-way line of Forty-sixth Street, said point being a distance of six hundred sixty-one feet (661') east of the center line of Keystone Avenue; thence

West along the south right-of-way line of Forty-sixth Street to the east right-of-way line of Keystone Avenue; thence

South along the east right-of-way line of Keystone Avenue to a point on the northwest right-of-way line of Allisonville Road; thence

On and along the northwesterly right-of-way line of Allisonville Road in a southwesterly direction to its intersection with the center line of

the State Fair Grounds Bridge (39th Street Bridge), as produced northwest; thence

In a southeasterly direction along the afore-described bridge center line as produced southeast and northwest to its intersection with the westerly right-of-way line of Sutherland Avenue; thence

In a northeasterly direction on and along the westerly right-of-way line of Sutherland Avenue to its intersection with the northeast property line of Caroline Avenue, as produced to the northwest; thence

Southeast along the said production of Caroline Avenue to the west corner of Lot 23 in Highway Park Addition; thence

In a northeasterly direction along the southerly property line of Sutherland Avenue (the Millersville Road) to a point in the center line of the first alley east of Eastern Avenue; thence

Northwest along the production of the center-line of the afore-described alley to a point in the center line of Sutherland Avenue; thence

In a northeasterly direction along the center-line of Sutherland Avenue a distance of five hundred fifty-one and fifteen hundredths feet (551.15') to a point; thence

In a southeasterly direction at a right angle and on a line bearing south thirty-eight degrees and three minutes ($38^{\circ} 3'$) east a distance of seven hundred feet (700') to a point; thence

In a northeasterly direction and parallel to the center line of Millersville Road a distance of six hundred seventy-four and seventy-four hundredths feet (674.74') to a point; thence

In a northerly direction on a line bearing north forty-three minutes (43') west a distance of six hundred six and four-tenths feet (606.4') to a point in the north property line of Forty-second Street; thence

In a southeasterly direction on and along the north property line of Forty-second Street a distance of twelve hundred eighty-eight and five-tenths feet (1288.5'), more or less, to a point twenty-five feet (25') north of the northeast corner of the west half of the southeast quarter of Section 17, Township 16 North, Range 4 East; thence

South along a line parallel to the east line of the afore-described Section 17 a distance of twenty-six hundred fifty-three and forty-five hundredths feet (2653.45'), more or less, to a point in the north property line of 38th Street, North Drive, as produced eastward; thence

East on and along the production due east and west of the north property line of 38th Street, North Drive, and along said north property line to a point, said point being six hundred sixty-nine and seventeen hundredths feet (669.17') west of the east line of the southwest quarter of the southwest quarter of Section 16, Township 16 North, Range 4 East; thence

North along a line parallel to the afore-described east quarter section line a distance of six hundred and five-tenths feet (600.5') to a point; thence

East a distance of six hundred ninety-three and three-tenths feet (693.3') to the east property line of Forest Manor Avenue; thence

South along the east property line of Forest Manor Avenue to the north property line of Thirty-eighth Street, North Drive; thence

East along the north property line of Thirty-eighth Street, North Drive, and its eastward production, to the east property line of Kitley Avenue; thence

South along the east property line of Kitley Avenue to the south property line of Thirty-eighth Street; thence

West along the south property line of Thirty-eighth Street to the east property line of Emerson Avenue; thence

South along the east property line of Emerson Avenue and said east property line produced due south to the southeast property line of Massachusetts Avenue; thence

Southwest along the southeast property line of Massachusetts Avenue to the center line of Drexel Avenue; thence

South along the center line of Drexel Avenue to the center line of Twenty-fifth Street; thence

West along the center line of Twenty-fifth Street to the southeast property line of Massachusetts Avenue; thence

Southwest along the southeast property line of Massachusetts Avenue to the east right-of-way line of the Indianapolis Union Railroad; thence

Southwestwardly along the afore-described right-of-way line to the north right-of-way line of the C. C. C. & St. L. Railroad Company; thence

Eastwardly along the afore-described north right-of-way line to the center line of Linwood Avenue; thence

North along the center line of Linwood Avenue to the center line of Twenty-third Street; thence

East along the center line of Twenty-third Street to its intersection with the center line of Dequincy Street as produced due north; thence

South on the afore-described center line of Dequincy Street to the north right-of-way line of the C. C. C. & St. L. Railroad Company; thence

Eastwardly along said north right-of-way line to the center line of Riley Avenue as produced due north; thence

South on the center line of Riley Avenue and its production to a point two hundred twenty-three feet (223') north of the north property line of Twenty-first Street; thence

East and parallel to the north line of Twenty-first Street a distance of one hundred seventy-five feet (175') to a point; thence

South to the north property line of Twenty-first Street; thence

East on the north property line of Twenty-first Street to a point one hundred twenty-eight feet (128') west of the west property line of Emerson Avenue; thence

North and parallel to the west property line of Emerson Avenue to a point, said point being a distance of three hundred ninety-seven

and two-tenths feet (397.2') north of the south line of Section 28, Township 16 North, Range 4 East; thence

West and parallel to the north property line of Twenty-first Street a distance of twenty-nine feet (29'); thence

North and parallel to the west property line of Emerson Avenue a distance of seven hundred nine and eighteen hundredths feet (709.18') to a point on the south right-of-way line of the Indiana Traction Line, now abandoned; thence

Northeast along the afore-described right-of-way line to its intersection with the east property line of Emerson Avenue; thence

South along the east property line of Emerson Avenue to the north property line of Twenty-first Street; thence

East along the north property line of Twenty-first Street to its intersection with the east property line of Ritter Avenue; thence

South along the east property line of Ritter Avenue to the south property line of Sixteenth Street; thence

East along the south property line of Sixteenth Street to a point one hundred eighty feet (180') east of the center line of Ritter Avenue; thence

South along a line parallel to and one hundred eighty feet (180') east of the center line of Ritter Avenue to a point one hundred seventy-five feet (175') north of the center line of Tenth Street, said center line also being the south line of Section 34, Township 16 North, Range 4 East; thence

East along a line parallel and one hundred seventy-five feet (175') north of the center line of Tenth Street to a point on the west property line of Graham Avenue; thence

North along the west property line of Graham Avenue to a point in the north property line of Sixteenth Street; thence

East on the north property line of Sixteenth Street to the west property line of Arlington Avenue; thence

North along the west property line of Arlington Avenue to its intersection with the south property line of Twenty-third Street; thence

West along the south property line of Twenty-third Street to the west property line of Bolton Avenue; thence

North along the west property line of Bolton Avenue to the intersection of its north projection with the south right-of-way line of the C. C. C. & St. L. Railroad Company; thence

In a northeasterly direction along the south right-of-way line of the C. C. C. & St. L. Railroad to its intersection with the north projection of the east property line of Kitley Avenue; thence

South along the east property line of Kitley Avenue and its productions to the south property line of Twenty-first Street; thence

West along the south property line of Twenty-first Street to the east property line of Arlington Avenue; thence

South along the east right-of-way line of Arlington Avenue to a point, said point being on the eastward production of the Fourteenth Street center line located six hundred eighty and thirty-four hundredths feet (680.34') south of and parallel to the north line of the north half of the southeast quarter of Section 34, Township 16 North, Range 4 East; thence

West along said eastward production of the Fourteenth Street center line a distance of one thousand forty and twenty-four hundredths feet (1040.24'), more or less, to the intersection of said center line with the center line of Priscilla Avenue, as produced due south; thence

South along the afore-described center line of Priscilla Avenue and parallel to the center line of Graham Avenue a distance of six hundred fifty-five and five-tenths feet (655.5') to a point; thence

West on a line parallel to the center line of Tenth Street a distance of three hundred thirty-two feet (332'), more or less, to the center line of Graham Avenue; thence

South along the center line of Graham Avenue to a point one hundred seventy-five feet (175') north of the center line of Tenth Street; thence

East on a line parallel to and one hundred seventy-five (175') feet north of the center line of Tenth Street to a point on the center line of Arlington Avenue; thence

Easterly to a point on the east property line of Arlington Avenue, said point being one hundred twenty-six and ninety-three hundredths feet (126.93') north of the north property line of Tenth Street; thence

East a distance of one hundred thirty feet (130') to the northeast corner of lot eighty-one (81) in Pleasant Run Eminence Addition; thence

South along a line forming the east property lines of Lots 81, 82 and 83 in Pleasant Run Eminence Addition to the north property line of Tenth Street; thence

East along the north property line of Tenth Street to a point, said point being ninety-one and five-tenths feet (91.5') east of the production due north of the west line of the east half of the northwest quarter of Section 2, Township 15 North, Range 4 East; thence

South along a line parallel to the west line of the east half of the afore-described quarter-section a distance of four hundred thirty-one and five-tenths feet (431.5') to a point; thence

East along a line parallel to the center line of Tenth Street to a point ten hundred eighty and eight-tenths feet (1080.8') east of the east property line of Sheridan Avenue; thence

North along a line parallel to the east property line of Sheridan Avenue a distance of two hundred thirty-three (233') feet to a point; thence

Along a line north forty-seven and three-fourths degrees ($47\frac{3}{4}^{\circ}$) west a distance of one hundred ninety-four feet (194') to a point on the south property line of Tenth Street; thence

Along a line due north a distance of fifty feet (50') to the north property line of Tenth Street; thence

East along the north property line of Tenth Street a distance of three hundred ninety-four and two-tenths feet (394.2') to the east line of the northwest quarter of Section 2, Township 15 North, Range 4 East,

said line also being the west property line of Pleasant Run Boulevard; thence

South on the afore-described quarter section line to the southeast corner of said quarter section and continuing south along said line, as produced southward, to a point four hundred forty-nine and fifteen hundredths feet (449.15') south of said southeast corner; thence

Along a line of deflecting east ninety-two degrees and thirty-three minutes ($92^{\circ} 33'$) a distance of three hundred thirty-four feet (334') to a point; thence

South and parallel to the west line of the southeast quarter of Section 2, Township 15 North, Range 4 East, a distance of three hundred twenty-eight feet (328') to a point on the center line of Lowell Avenue; thence

East along the center line of Lowell Avenue to the east property line of Edmondson Avenue; thence

South along the east property line of Edmondson Avenue to the north right-of-way line of the Pennsylvania Railroad; thence

In a westerly direction along the afore-described right-of-way line to its intersection with a line parallel to and thirteen hundred two feet (1302') east of the east property line of Arlington Avenue; thence

South along said line parallel to and 1302' east of east property line of Arlington Avenue to a point five hundred forty feet (540') south of the center line of Beechwood Avenue; thence

West along a line parallel to and five hundred forty feet (540') south of the center line of Beechwood Avenue to a point three hundred fifteen feet (315') east of the west line of the southwest quarter of Section 11, Township 15 North, Range 4 East; thence

South along a line parallel to and three hundred fifteen feet (315') east of said west line of the southwest $\frac{1}{4}$ of Section 11 to the south property line of Brookville Road; thence

In a northwesterly direction along the south property line of Brookville Road to the center line of Whittier Place; thence

South along the center line of Whittier Place to the south property line of Lexington Avenue; thence

West along the south property line of Lexington Avenue to the west property line of Emerson Avenue; thence

South along the west property line of Emerson Avenue to the north property line of Prospect Street; thence

West along the north property line of Prospect Street to the north-easterly property line of Southeastern Avenue; thence

South to the south property line of Prospect Street; thence

West along the south property line of Prospect Street to the east property line of Sherman Drive; thence

South along the east property line of Sherman Drive to a point on the center line of Minnesota Street, as produced east, said center line being the north line of the southeast quarter of Section 17, Township 15 North, Range 4 East; thence

West along the afore-described quarter section line to a point eight hundred thirty-one and fifteen hundredths feet (831.15') east of the east property line of Perkins Street; thence

South and parallel to the east property line of Perkins Street to the south property line of Beecher Street; thence

West along the south right-of-way line of Beecher Street to a point 25' east of the center line of Perkins Street and then south along a line 25' east of the center line of Perkins Street to a point in the southwest property line of Bethel Avenue; thence

Northwest along the southwest property line of Bethel Avenue extended northwesterly to a point on the east property line of Rural Street as produced north; thence

South along the northward production of the east property line of Rural Street and continuing along the east property line of Rural Street to the south property line of Raymond Street, said south property line being twenty-five feet (25') south of the south line of Section 17, Township 15 North, Range 4 East; thence

West along the south property line of Raymond Street to the north-east property line of Churchman Avenue; thence

Southeast along the northeast property line of Churchman Avenue to the south property line of Southern Avenue; thence

West along the south property line of Southern Avenue to a point three hundred ninety-six feet (396') west of the east line of the southwest quarter of Section 20, Township 15 North, Range 4 East, said east line also being the center line of Perkins Street; thence

South and parallel to the center line of Perkins Street a distance of three hundred five feet (305') to a point; thence

East along a line parallel to the center line of Southern Avenue a distance of three hundred ninety-six feet (396') to the center line of Perkins Street; thence

South along the center line of Perkins Street a distance of one thousand seven and five-tenths feet (1007.5') to a point; thence

West and parallel to the north line of the afore-described quarter section to a point on the southwest corner of the north half of the east half of the southwest quarter of the aforesaid Section 20; thence

South along the east line of the west half of the southwest quarter of the aforesaid Section 20 and said line produced to a point on the south property line of Troy Avenue; thence

West along the south property line of Troy Avenue, said south property line being twenty-five feet (25') south of the south line of Section 20, Township 15 North, Range 4 East, to the west property line of Keystone Avenue; thence

North along the west property line of Keystone Avenue to a point on the south property line of Walker Avenue; thence

West and northwest along the south and southwest property line of Walker Avenue to the east property line of State Avenue; thence

South along the east property line of State Avenue to a point on the center line of Southern Avenue, as produced east; thence

East along the east production of the center line of Southern Avenue to the center line of Dietz Street as produced due north; thence

South along said produced line to the center line of Dietz Street and continuing along said center line to the north property line of Troy Avenue; thence

West along the north property line of Troy Avenue to the center line of the first alley east of State Avenue; thence

South along the center line of said alley as produced due south to the center line of State Avenue, and continuing south with said center line to the center line of the first alley south of Martin Street, as produced due east; thence

West along the eastern production of said center line and continuing west with the center line of said alley to the east property line of Shelby Street; thence

South along said east property line of Shelby Street to the north property line of Hanna Avenue; thence

East along the north property line of Hanna Avenue to the east property line of State Avenue; thence

South along the east property line of State Avenue to the south line of the northwest quarter of Section 31, Township 15 North, Range 4 East; thence

West along said south line of the northwest quarter of Section 31 to the westerly property line of Madison Avenue; thence

In a northwesterly direction along the westerly property line of Madison Avenue to the north property line of Hanna Avenue as produced westward across Madison Avenue; thence

East along the north property line of Hanna Avenue to the west property line of Shelby Street; thence

North along the west property line of Shelby Street to the south property line of Troy Avenue; thence

West along the south property line of Troy Avenue to the east right-of-way line of the Pennsylvania Railroad Company; thence

In a northwesterly direction along the afore-described right-of-way line to the south property line of Southern Avenue; thence

West along the south property line of Southern Avenue to the east property line of Meridian Street; thence

South along the east property line of Meridian Street to a point one hundred eighty-three and five-tenths feet (183.5') south of the center line of Southern Avenue; thence

West along a line parallel to the center line of Southern Avenue to the center line of Capitol Avenue; thence

North on and along the center line of Capitol Avenue a distance of eight and five-tenths feet (8.5') to a point; thence

West and parallel to the center line of Southern Avenue to the low water mark on the east side of the White River; thence

Along the southwesterly meanderings of the low water mark of White River to the west line of Section 27, Township 15 North, Range 3 East; thence

North with said west line of Section 27 and along said line as produced due north to a point on the south property line of Raymond Street; thence

West along said south property line of Raymond Street to a point twenty feet (20') south of the southwest corner of the east half of the southeast quarter of Section 16, Township 15 North, Range 3 East; thence

North twenty feet (20') to the afore-described southwest corner and continuing north along the west line of the east half of the southeast quarter of said Section 16 to a point on the west bank of Big Eagle Creek; thence

Along the northerly meanderings of the west bank of Big Eagle Creek to the center line of Morris Street, and east along said center line to the center line of Big Eagle Creek; thence

Along the northerly meanderings of the center line of Big Eagle Creek

to the south right-of-way line of the Vandalia Railroad Company; thence

In a southwesterly direction along the afore-described south right-of-way line to the west property line of Tibbs Avenue, said west property line also being thirty-five feet (35') west of the west line of Section 9, Township 15 North, Range 3 East; thence

North, northwest, and west along the westerly and southerly property line of Tibbs Avenue to its intersection with the east property line of Exeter Avenue; thence

North on and along the production due north of the east property line of Exeter Avenue to a point on the top of the west bank of Big Eagle Creek; thence

In a northerly and northwesterly direction along the top of the west bank of Big Eagle Creek to its intersection with the southwesterly line of Lots 4, 5 and 6 of Block 11, Salem Park Subdivision as produced southeast; thence

Northwest along the production of the southwest property lines of said lots 4, 5 and 6 to the southeast corner of said lot 4; thence

Northwest along the southwestern property lines of Lot 6, Lot 5, and Lot 4 of said Block 11, Salem Park Subdivision and along said line as produced northwest to the center line of Market Street as produced west; thence

East along the center line of Market Street and its productions to the top of the east bank of Big Eagle Creek; thence

In a northerly direction along the top of the east bank of Big Eagle Creek to the north property line of Market Street as produced due west; thence

East along the westward production of the north property line of Market Street to the north property line of Market Street and continuing along said line to its intersection with the east line of Section 5, Township 15 North, Range 3 East; thence

North along said east line of Section 5 to the southwest property line of Tibbs Avenue; thence

Northwest and north along the southwesterly and west property lines of Tibbs Avenue to a point on the center line of Vermont Street; thence

West along the center line of Vermont Street and the center line of said street as produced due west to the center line of Little Eagle Creek; thence

Along the northerly meanderings of the center line of Little Eagle Creek to the south property line of Michigan Street; thence

West along the south property line of Michigan Street to the west property line of Olin Avenue as produced south; thence

North along the said west property line of Olin Avenue as produced south and continuing along said west property line to the south property line of Walnut Street as produced west, said line being parallel to and one hundred thirty-eight and six-hundredths feet (138.06') north of the south line of the north half of the northwest quarter of Section 5, Township 15 North, Range 3 East; thence

West along the afore-described westward production of the south property line of Walnut Street a distance of eight hundred eight and four-tenths feet (808.4') to a point; thence

South and parallel to the west property line of Olin Avenue a distance of one hundred thirty-eight and six hundredths feet (138.06') to a point; thence

West on the south line of the north half of the northwest quarter of said Section 5 and said south line produced to the west property line of Grande Avenue; thence

South along the west property line of Grande Avenue to the north property line of Vermont Street; thence

West along the north property line of Vermont Street to the west line of the south half of the northeast quarter of Section 6, Township 15 North, Range 3 East; thence

North along the afore-described west line of the northwest corner of the south half of the northeast quarter of the aforesaid Section 6; thence

East along the north line of the afore-described south half of the northeast quarter of Section 6 a distance of seven hundred fifty-two and four-tenths feet (752.4') to a point; thence

South thirty-five degrees (35°) east a distance of three hundred ninety-nine and ninety-six hundredths feet (399.96') to a point; thence

North forty-three and one-half degrees ($43\frac{1}{2}^\circ$) east a distance of four hundred nineteen and one-tenth feet (419.1') to a point in the north line of the south half of the northeast quarter of the aforesaid Section 6; thence

North twenty-six and seven-tenths feet (26.7') to a point; thence

East on a straight line to a point in the east property line of Grande Avenue, said point being a distance of fourteen hundred seventy-five and one-tenth feet (1475.1') south of the north line of Section 5, Township 15 North, Range 3 East; thence

North along the east property line of Grande Avenue a distance of five hundred forty-five and one-tenth feet (545.1') to a point; thence

East and parallel to the north line of the afore-described Section 5 to a point seventeen hundred sixty feet (1760') east of the west line of the north half of the northwest quarter of the aforesaid Section 5; thence

South parallel to the west property line of Olin Avenue a distance of three hundred ninety-two and sixty-four hundredths feet (392.64') to a point; thence

East along a line two hundred thirty-eight and six hundredths feet (238.06') north of and parallel to the south line of the north half of the northwest quarter of the afore-described Section 5 a distance of eight hundred eight and four-tenths feet (808.4') to the west property line of Olin Avenue; thence

North along the west property line of Olin Avenue to the south property line of Tenth Street; thence

East along the south property line of Tenth Street to the center line of Olin Avenue; thence

In a northerly direction along the center line of Olin Avenue to the north property line of Sixteenth Street, said line being forty-five feet (45') north of the south line of the northeast quarter of Section 32, Township 16 North, Range 3 East; thence

East along the north property line of Sixteenth Street to a point; said point being two hundred fifty-six and eighty-four hundredths feet (256.84') east of the west line of the northwest quarter of Section 33, Township 16 North, Range 3 East; thence

North and parallel to the west line of the afore-described Section 33 a distance of two hundred thirty-eight feet (238') to a point; thence

West and parallel to the north property line of Sixteenth Street a distance of ninety and thirty-four hundredths feet (90.34') to a point; thence

North and parallel to the west line of the afore-described Section 33 a distance of five hundred ninety feet (590') to a point; thence

East on and along the south property line of Eighteenth Street a distance of two hundred ninety-five and eighty-five hundredths feet (295.85') to a point; thence

South and parallel to the west line of said Section 33 a distance of five hundred ninety feet (590') to a point; thence

West and parallel to the north property line of Sixteenth Street a distance of ninety feet (90') to a point; thence

South and parallel to the west line of the afore-described Section 33 to the afore-described north property line of Sixteenth Street; thence

East along the north property line of Sixteenth Street to the west property line of Goodlet Avenue; thence

North along the west property line of Goodlet Avenue to the south property line of Nineteenth Street; thence

West along the south property line of Nineteenth Street to the west property line of Tibbs Avenue; thence

North along the west property line of Tibbs Avenue to a point twenty-

nine hundred forty-nine feet (2949') north of the south line of Section 29, Township 16 North, Range 3 East; thence

East along a line parallel to the afore-described south section line to the northeast property line of Lafayette Road; thence

Southeastwardly along the northeast property line of Lafayette Road to the east property line of Kessler Boulevard, North Drive; thence

South along the afore-described east property line of Kessler Boulevard, North Drive, to a point three hundred fifty-three and nine-tenths feet (353.9') north of the south line of Section 28, Township 16 North, Range 3 East; thence

East and parallel to the aforesaid south line of Section 28 a distance of twelve hundred sixty-nine and five-tenths feet (1269.5'), more or less, to the center line of Warman Avenue produced southward; thence

North along the center line of Warman Avenue to the north line of Woollings Gold Coast Addition; thence

East along the afore-described north line to the west property line of Cold Spring Road; thence

In a northerly, northeasterly, northerly, northwesterly and northeasterly direction along the west property line of Cold Spring Road to the north line of Section 21, Township 16 North, Range 3 East; thence

East along the above described north section line and continuing along the north line of Section 22 to the center line of Northwestern Avenue; thence

Northwest along the center line of Northwestern Avenue to the northwesterly property line of Woodstock Drive and along said property line to the north property line of Forty-second Street to a point; said point being six hundred seventy-nine feet (679') west of the center line of Haughey Avenue; thence

North along a line six hundred seventy-nine feet (679') west of and parallel to the center line of Haughey Avenue to the southeast bank of the Indianapolis Water Company's Canal; thence

Northeastwardly following the meanderings of the southeast bank of said canal to its intersection with the west property line of Illinois Street; thence

North along the west property line of Illinois Street to the south property line of Kessler Boulevard, West Drive; thence

Southwest along the southerly property line of Kessler Boulevard, West Drive, to the low water mark on the east side of the White River; thence

In a northeasterly direction along the aforedescribed low water line to the south line of Section 35, Township 17 North, Range 3 East; thence

West on and along the afore-described south line of Section 35 to the east property line of Spring Mill Road; thence

North along the east property line of Spring Mill Road to the south property line of Sixty-fourth Street; thence

Eastwardly along the south property line of Sixty-fourth Street to the low water mark on the east bank of White River; thence

In a northeasterly direction along the afore-described low water mark to a point, said point being on the southwestern property line of Pennsylvania Street, produced southeastward as located north of the White River; thence

Northwest along the afore-described southwestern property line of Pennsylvania Street as produced to the southeast to the said southerly property line and continuing along said property line to its intersection with the west line of the northeast quarter of Section 35, Township 17 North, Range 3 East; thence

North along the afore-described west line to the center line of Seventy-first Street; thence

East along the center line of Seventy-first Street a distance of two hundred ninety-five and twenty-two hundredths feet (295.22') to a point; thence

South and parallel to the west line of the aforesaid Section 35 a distance of two hundred thirty feet (230') to a point; thence

East along a line parallel to the center line of Seventy-first Street a distance of three hundred seventy-eight and seventy-eight hundredths feet (378.78') to a point on the center line of Washington Boulevard; thence

South on the center line of Washington Boulevard a distance of thirty-five feet (35') to a point; thence

East along a line parallel to the center line of Seventy-first Street a distance of two hundred sixty-two and two-tenths feet (262.2') to a point; thence

North a distance of twenty-two feet (22') to a point; thence

East along a line parallel to the center line of Seventy-first Street a distance of eighty-five feet (85') to a point; thence

North along a line parallel to the west line of the afore-described Section 35 a distance of two hundred forty-three feet (243') to the center line of Seventy-first Street; thence

East along the center line of Seventy-first Street to the east property line of College Avenue; thence

South along the east property line of College Avenue to the low water mark on the south side of White River, the point and place of beginning:

Nothing in this section shall be construed to operate as an annexation of the following:

1. That territory included within the Town of Woodruff Place.
2. That territory in the vicinity of Lafayette Road and Twentieth Street described as follows:

Beginning at a point, said point being the intersection of the southwestern property line of Lafayette Road and the center line of Twentieth Street; thence west along the center line of Twentieth Street to the center line of Warman Avenue; thence north along the center line of Warman Avenue to the south property line of Twenty-first Street; then east along the south property line of Twenty-first Street to the southwestern property

line of Lafayette Road; thence in a southeastern direction along the southwestern property line of Lafayette Road to the intersection of the center line of Twentieth Street, the point of beginning.

That territory in the vicinity of East Sixteenth Street and Hawthorne Lane described as follows:

"Beginning at a point, said point being the intersection of the center line of Hawthorne Lane and the south property line of Sixteenth Street; thence south and parallel to the west line of Section 34, Township 16 North, Range 4 East a distance of eleven hundred and twenty-four feet (1124') to a point; thence east and parallel to the center line of Sixteenth Street; a distance of three hundred thirty-three feet (333'); thence north and parallel to the aforesaid west line of Section 34 to the south property line of Sixteenth Street; thence west along the south property line of Sixteenth Street a distance of three hundred thirty-three feet (333') to the place of beginning."

Section 2. This Ordinance shall be in full force and effect from and after its passage, approval by the Mayor, and publication as by law required.

Which was read for the first time and referred to the Committee on Public Works.

By the City Controller:

GENERAL ORDINANCE NO. 79, 1950

AN ORDINANCE of the City of Indianapolis authorizing the issuance and sale of bonds of said City for the purpose of providing funds to be applied upon the cost of acquisition of sites for and the construction of five (5) additional fire engine houses, and the purchase of certain fire fighting equipment, including all expenses incurred in connection therewith.

WHEREAS the Board of Public Safety of the City of Indianapolis, Indiana, has found that it would be for the best interests of said City and its citizens to provide for five (5) additional fire engine houses and to purchase certain new fire fighting equipment in said

City, thereby reducing the hazards of fire and for the protection of the life of the citizens of said City and has determined that the cost of said project, including incidental preliminary expenses necessary to be incurred therewith, including the issuance of bonds will be in the approximate amount of Four Hundred Thousand Dollars (\$400,000.00), and

WHEREAS the Board of Public Safety of said City has heretofore adopted a resolution requesting an appropriation in the amount of Four Hundred Thousand Dollars (\$400,000.00) for said purpose which request has been approved by the City Controller with the recommendation that the funds necessary to cover such appropriation be obtained by the issuance and sale of general obligation bonds of said City, and

WHEREAS, heretofore on the 18th day of September, 1950, a petition has been filed under the provisions of Chapter 119 of the Acts of 1937, by more than fifty (50) owners of taxable real estate in the City of Indianapolis, Indiana, requesting this Common Council to issue bonds in an amount not exceeding Four Hundred Thousand Dollars (\$400,000.00), for the purpose of providing funds to be applied upon the cost of acquisition and construction of five (5) additional fire engine houses in said City, and the purchase of additional fire fighting equipment, including all incidental expenses incurred in connection therewith, which petition the Council finds to be sufficient under the provisions of said Act, and

WHEREAS the Council now finds that the acquisition and construction of five (5) additional fire engine houses will increase the general safety of property and lives of the citizens of said City, and

WHEREAS there is not now and will not be sufficient funds available in the treasury of the City of Indianapolis from which to pay the cost of the acquisition and construction of said fire engine houses and for additional equipment, including the incidental expenses incurred in connection therewith, it is therefore necessary for said City to procure the sum of Four Hundred Thousand Dollars (\$400,000.00) in order to provide such a fund to be devoted to the aforesaid purposes, and to issue and to sell bonds in such an amount payable from general revenues and funds of said City, as may be required by law.

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the City Controller be and he is hereby authorized for the purpose of providing funds to be applied upon the cost of construction and acquisition of five additional fire engine houses, and to purchase certain additional fire fighting equipment in the City of Indianapolis, Indiana, including the cost of all preliminary and incidental expenses incurred in connection herewith, including specifically, but not in limitation thereof, plans and profiles, specifications, advertising and to prepare, issue and sell Four Hundred Bonds of the City of Indianapolis, Marion County, Indiana of One Thousand Dollars (\$1,000.00) each, which bonds shall bear the date of November 15, 1950, and shall be numbered from 1 to 400 both inclusive, and shall bear interest at the rate of not exceeding four per cent (4%) per annum, the exact rate to be determined by bidding as hereinafter more particularly provided, which interest shall be payable on the 1st day of July, 1951, and thereafter, semi-annually on January 1 and July 1 of each year of the periods of said bonds, and shall be evidenced by coupons attached to said bonds. Both bonds and interest coupons shall be payable in the office of the City Treasurer of the City of Indianapolis, Indiana in lawful money of the United States of America. Bonds shall mature serially in the amounts and on the dates as follows:

\$40,000.00 due on July 1, 1951 and \$40,000.00 due on July 1, of each year thereafter, to and including July 1, 1961.

Section 2. Said bonds shall be signed in the name of the City of Indianapolis, Indiana, by the Mayor of said City, countersigned by the City Controller and attested by the City Clerk, who shall affix the seal of said City to each of said bonds. Interest coupons attached to said bonds shall be authenticated by a lithographic facsimile of the signatures of the Mayor and the City Controller of said city engraved thereon, which for all purposes shall be taken and deemed to be equivalent to a manual signing thereon. Said bonds shall, in the hands of bona fide holders have all of the qualities of negotiable instruments under the law merchant.

Section 3. The form and tenor of said bonds and the interest coupons to be attached thereto, shall be substantially as follows, to-wit:

United States of America

State of Indiana

County of Marion

Number

\$1,000.00

CITY OF INDIANAPOLIS

FIRE DEPARTMENT BONDS OF 1950, FIRST ISSUE

For value received, the City of Indianapolis, Marion County, Indiana, hereby promises to pay to the bearer hereof on the first day of _____, 19____, at the City Treasurer's Office in the City of Indianapolis, Indiana,

ONE THOUSAND DOLLARS

in lawful money of the United States of America, together with interest thereon at the rate of ____ per cent (_____%) per annum from date until paid.

The first interest shall be payable on the first day of July, 1951 and the interest thereafter shall be payable semi-annually on the first days of January and July respectively, on presentation of the proper interest coupons hereunto attached and which are made a part of this bond.

This bond is one of an authorized issue of Four Hundred bonds (400) of the City of Indianapolis, Indiana, of like date, denomination, tenor and effect, except as to dates of maturity, aggregating Four Hundred Thousand (\$400,000.00) Dollars, numbered consecutively from one (1) to four hundred (400) inclusive, issued for the purpose of providing funds to be applied on the cost of acquisition, construction of 5 additional fire engine houses and purchase of additional fire-fighting apparatus and expenses incidental thereto, pursuant to an ordinance adopted by the Common Council of said city on the____ day of _____, 1950, and by virtue of the laws of the State of Indiana, including An Act of the General Assembly entitled "An Act concerning municipal corporations" approved March 6, 1905, and all laws amendatory thereof and supplemental thereto.

It is hereby certified and recited that all acts, conditions and things required to be done precedent to and in the execution, issuance and

delivery of this bond have been done and performed in regular and due form as provided by law; that this bond and said total issue of bonds is within every limit of indebtedness prescribed by the Constitution and the laws of the State of Indiana, and that the full faith and credit of the City of Indianapolis, Indiana, is hereby irrevocably pledged to the punctual payment of the principal and interest of this bond according to its terms.

IN WITNESS WHEREOF, The City of Indianapolis, Marion County, Indiana, by ordinance of its Common Council has caused this bond to be signed in its corporate name, by its Mayor, countersigned by its City Controller, its corporate seal to be hereunto affixed, and attested by its City Clerk, and the interest coupons hereto attached to be executed by placing thereon the facsimile signature of said Mayor and City Controller as of the ---- day of -----, 19-----.

CITY OF INDIANAPOLIS

By -----

Mayor

Countersigned

ATTEST:-----

City Clerk

City Controller

INTEREST COUPONS

Coupon No.-----

\$-----

On the ----- day of ----- 19-----, the City of Indianapolis, Marion County, Indiana, will pay to the bearer, at the office of the City Treasurer in said city, ----- Dollars, in lawful money of the United States of America, being the interest due on said date on its City of Indianapolis Fire Department Bond of 1950, First Issue, No.-----.

CITY OF INDIANAPOLIS

By -----

Mayor

City Controller

Section 4. Upon final adoption of this ordinance the City Clerk shall cause to be published and posted in the manner required by law, a notice of the filing of a petition to issue bonds of the City of Indianapolis and a notice to taxpayers of the determination of said City to issue said bonds as authorized by this ordinance. Said notice shall be published once each week for two (2) consecutive weeks in two (2) newspapers published in the City of Indianapolis, Indiana, and representing the two (2) leading political parties, and said notice shall also be posted in three (3) public places in said City all as provided by law.

Said bonds shall not be advertised for sale prior to the expiration of the period during which taxpayers may file remonstrances or objecting petitions to the issuance of said bonds. In the event a remonstrance shall be filed by the owners of taxable real estate under the provisions of Section 64-313 Burns Statutes 1933, then no further steps towards the issuance of said bonds shall be taken unless and until the Common Council shall have determined that such remonstrance is insufficient. In the event an objecting petition or petitions are filed by taxpayers under the provisions of Section 64-1332 Burns Statutes 1933, then no further steps toward the issuance of said bonds shall be taken unless and until the State Board of Tax Commissioners shall issue its order approving the issuance of said bonds. In the event that it shall be determined by the State Board of Tax Commissioners, or otherwise, that the whole amount of the bonds herein authorized shall not be issued, then the City Controller shall be authorized to advertise and sell a lesser amount of bonds, and the bonds not issued and sold shall be the bonds of the longest maturity or maturities.

Section 5. Prior to the sale of said bonds the City Controller shall cause to be published a notice of sale of said bonds once each week for two (2) consecutive weeks in two (2) local newspapers. The date fixed for the sale of said bonds shall be not earlier than ten (10) days after the last of said publications. Said bond sale notice shall state the time and place of sale, the purpose for which the bonds are issued, the total amount to be sold, the maximum rate of interest thereon, the time and place of payment, and the terms and conditions upon which bids will be received and the sale made, and such other information as the City Controller shall deem necessary.

Among other things the aforementioned notice shall advise the bidders that all bids for said bonds shall be filed with the City Controller in his office in said City in sealed envelopes marked "Bids For

City of Indianapolis Fire Department Bonds of 1950, First Issue;" and each bid shall be accompanied by a certified or cashier's check or bank draft payable to the City of Indianapolis in an amount equal to One (1%) per cent of the amount of said bonds, to guarantee the good faith of the bidder, and that in the event the bidder to whom the bonds were awarded, shall fail to comply with the provisions of the bid, then said check and the proceeds thereof shall become the property of the City of Indianapolis, and shall be taken and considered as the liquidated damages of the City, on account of such failure or refusal. The aforementioned notice shall provide also that bidders for said bonds shall be required to name the rate of interest which said bonds are to bear, not exceeding Four (4%) per cent per annum, and that such interest must be in multiples of One Fourth ($\frac{1}{4}$) of One (1%) per cent, and not more than one interest rate shall be named by each bidder; that the City Controller shall award said bonds to the highest responsible and qualified bidder who has submitted his bid in accordance with the notices of said sale, and that the highest bidder will be the one who offers the lowest net interest to the City, determined by computing the total interest on all of the bonds to maturity and deducting therefrom the premium bid, if any.

Section 6. No bids for less than the par value of said bonds including the accrued interest from date of said bonds to date of delivery thereof, at the rate named in the bid, shall be considered. The City Controller shall have the full right to reject any and all bids. In the event the City Controller shall receive no satisfactory bids for said bonds at the time fixed in said notice of sale, he shall be authorized to continue to receive bids thereafter from day to day for a period not to exceed thirty (30) days, without re-advertising therefor, and in the event of such a continuation of the sale, the City Controller shall open all bids filed, at the same hour each day as stated in the bond sale notice. No bid which may be received during said thirty (30) day period shall be accepted if less than the highest bid received at the time of the advertised sale.

Section 7. The City Controller is hereby authorized and directed to have said bonds and coupons prepared, and the Mayor and City Controller and City Clerk are hereby authorized and directed to execute said bonds and the interest coupons to be attached thereto in the form and in the manner herein provided, and the City Controller shall, after the execution of said bonds, deliver the same to the City Treasurer and shall take his receipt therefor. Upon the consummation of the sale of said bonds, the City Controller shall certify to the City

Treasurer, the amount which the purchaser is to pay for the same, and thereupon said Treasurer shall be authorized to receive from the purchaser the amount so certified by the City Controller, and to deliver the bonds to said purchaser.

Section 8. This ordinance shall be in full force and effect immediately upon its passage and approval by the Mayor.

Which was read for the first time and referred to the Committee on Finance.

INTRODUCTION OF RESOLUTIONS

By the Board of Public Works:

RESOLUTION NO. 14, 1950.

A RESOLUTION, approving, confirming, and ratifying a certain permit granted by the Board of Public Works of the City of Indianapolis by its written order on September 7, 1950, to Indianapolis Railways, Incorporated, under and pursuant to the provisions of the agreement entered into by the City of Indianapolis and Indianapolis Railways, Incorporated, dated May 25, 1936, as amended and approved by General Ordinance No. 40, 1936:

WHEREAS, in the agreement between the City of Indianapolis and Indianapolis Railways, Incorporated dated May 25, 1936, amended and approved by General Ordinance No. 40, 1936, said city granted to Indianapolis Railways, Incorporated, subject to the terms and conditions therein set forth, the right to erect and maintain poles, feeder lines, trolley wires and other structures necessary to the operation of trackless trolley cars on certain streets and parts of streets named and designated in said agreement, together with such other streets and parts of streets as may from time to time by the Board of Public Works by its written orders be permitted to be used by Indianapolis Railways, Incorporated, for the operation of trackless trolley cars, subject to approval of such permits by the Common Council, and to use such streets and parts of streets for transportation of passengers by means of trackless trolley cars; and

WHEREAS, pursuant to said provisions contained in said agreement, as amended and approved by said General Ordinance No. 40, 1936.

for the use of additional streets and parts of streets by Indianapolis Railways, Incorporated, for said trackless trolley operation, under the terms and conditions of said agreement, the Board of Public Works did on September 7, 1950, subject to approval by the Common Council, by written order grant to Indianapolis Railways, Incorporated, the following permit contained in the following order, to-wit:

ORDER BY THE
BOARD OF PUBLIC WORKS
OF
THE CITY OF INDIANAPOLIS

ENTERED September 7, 1950

Re: PETITION OF INDIANAPOLIS RAILWAYS,
INCORPORATED CONCERNING COMPREHENSIVE
PLAN FOR REARRANGEMENT OF SERVICE

Use of Streets For
Trackless Trolley Operation

BE IT REMEMBERED That on September 7, 1950, the Board of Public Works of the City of Indianapolis, Indiana, considered the Petition and Supplemental Petition of Indianapolis Railways, Incorporated, heretofore filed with the Board in the above-entitled matter, requesting the Board to authorize and approve certain changes in the routes of trackless trolley and motor bus lines operated by Petitioner, involving the discontinuance of service on certain streets and the use of certain additional streets for such service, all in accordance with a comprehensive plan for rearrangement of Petitioner's service under its "Modified Bartholomew Plan" and that with respect to its trackless trolley lines Petitioner has therein requested of the Board an order authorizing and approving the discontinuance of the operation of trackless trolley cars and service on the following streets and parts of streets in the City of Indianapolis, Indiana:

Pennsylvania-Minnesota Line:

Minnesota Street from Harlan Street to Shelby Street; Shelby Street from Minnesota Street to Palmer Street; Palmer Street from Shelby Street to Leonard Street; Leonard Street from Palmer Street to Lincoln Street; Lincoln Street from Leonard Street to proposed new loop at or near Alabama Street.

East Tenth Street Line:

Olney from East Tenth Street to loop at Brookside Park and 16th Street.

and authorizing and approving the use for operation of trackless trolley cars and service of the following streets and parts of streets in said city:

Sutherland Avenue from Central Avenue to Petitioner's private loop west of College Avenue.

under and pursuant to the terms of the agreement dated May 25, 1936, between the City of Indianapolis, by and through this Board, and Indianapolis Railways, Incorporated, and approved, with amendments, in General Ordinance No. 40, 1936, in which petition it appears that the Public Service Commission of Indiana in a cause entitled "In the matter of the Emergency Petition of Indianapolis Railways, Incorporated for an Emergency Increase in its Rates," Docket No. 20,973, on December 22, 1949, ordered and directed Petitioner to submit to said Commission and to said City of Indianapolis for their consideration a comprehensive plan for the consolidation, in whole or in part, of duplicating lines of service and the elimination, in whole in part, of nonprofitable lines operated by Petitioner; that Petitioner had a study of its system made by the firm of Harland Bartholomew and Associates, City Planning Engineers, St. Louis, Missouri, which firm made a report upon said study recommending certain changes in Petitioner's system; and that said "Modified Bartholomew Plan" which this Board has been requested to approve in said Petition and Supplemental Petition, incorporates those recommendations contained in the report of said firm which Petitioner is financially in position to undertake at the present time.

The Board having made its analysis and investigation of the facts alleged and of the requests contained in said Petition and Supplemental Petition, and being duly advised in the premises, now finds that the discontinuance of trackless trolley operation and service upon the streets first above set forth, and the use for trackless trolley operation and service of the streets next above set forth, are an integral part of said "Modified Bartholomew Plan" and are in the public interest.

IT IS THEREFORE HEREBY ORDERED That Indianapolis Railways, Incorporated be, and hereby is, authorized and permitted to

discontinue the operation of trackless trolley cars and service on the following streets and parts of streets in said city:

Pennsylvania-Minnesota Line:

Minnesota Street from Harlan Street to Shelby Street; Shelby Street from Minnesota Street to Palmer Street; Palmer Street from Shelby Street to Leonard Street; Leonard Street from Palmer Street to Lincoln Street; Lincoln Street from Leonard Street to proposed new loop at or near Alabama Street.

East Tenth Street Line:

Olney from East Tenth Street to loop at Brookside Park and 16th Street.

and to use for the operation of trackless trolley cars the following streets and parts of streets in said city:

Sutherland Avenue from Central Avenue to Petitioner's private loop west of College Avenue.

and is further authorized and permitted, for the purpose of such trackless trolley operation, to erect such poles, overhead wires and switches, and other structures on said streets as are necessary or desirable for such operation, said construction and said operation of trackless trolley cars to be made and done under and pursuant to the terms and provisions of said agreement between the City of Indianapolis and Indianapolis Railways, Incorporated, dated May 25, 1936, and approved with amendments by General Ordinance No. 40, 1936, of the City of Indianapolis; Provided, however, that no portion of said streets shall be used for said construction or for said trackless trolley operation unless and until said use is approved by the Common Council of the City of Indianapolis, as required under the terms of said contract.

Dated September 7, 1950.

BOARD OF PUBLIC WORKS OF
THE CITY OF INDIANAPOLIS

By signed/ Edward A. Gardner
signed/ Carl N. Angst
signed/ Martin McDermott
signed/ Stanley S. Feezle

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

That the Common Council does hereby in all things approve, confirm and ratify the permit granted on September 7, 1950, by the Board of Public Works to Indianapolis Railways, Incorporated, as contained in said order; Provided, that the use by Indianapolis Railways, Incorporated of the portion of the street covered by said permit for the aforesaid purpose shall in all things be subject to, and in accordance with, all of the terms, conditions and provisions of the aforesaid agreement between the City of Indianapolis and Indianapolis Railways, Incorporated, dated May 25, 1936, as the same is amended and approved in said General Ordinance No. 40, 1936.

Which was read for the first time and referred to the Committee on Public Safety.

By Councilmen Seidensticker and Lupear:

RESOLUTION NO. 15, 1950

A RESOLUTION extending rent control in the City of Indianapolis, until June 30, 1951.

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, MARION COUNTY, INDIANA:

Section 1. That in accordance with the provisions of Section 204 (f) (1) of the Housing and Rent Act of 1947, as amended, that said Common Council finds and so declares that a shortage of rental housing accommodations exists which requires the continuance of Rent Control in said City of Indianapolis, Marion County, Indiana, until the close of June 30, 1951.

Section 2. The Clerk is hereby instructed to promptly notify Tighe E. Woods, Housing Expediter, Office of the Housing Expediter, Washington, D. C. of this action of the Common Council of the City of Indianapolis, Marion County, Indiana, by transmitting to said Housing Expediter a copy of this resolution.

Section 3. This Resolution shall be in full force and effect from and after its passage and approval by the Mayor.

Which was read for the first time and referred to the Committee on Public Health.

ORDINANCES ON SECOND READING

Mr. Wicker called for Appropriation Ordinance No. 19, 1950 for second reading. It was read a second time.

On motion of Mr. Wicker, seconded by Mr. Ehlers, Appropriation Ordinance No. 19, 1950 was ordered engrossed, read a third time and placed upon its passage.

Appropriation Ordinance No. 19, 1950 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Wicker called for Appropriation Ordinance No. 20, 1950 for second reading. It was read a second time.

On motion of Mr. Wicker, seconded by Mr. Ross, Appropriation Ordinance No. 20, 1950 was ordered engrossed, read a third time and placed upon its passage.

Appropriation Ordinance No. 20, 1950 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Wicker called for Appropriation Ordinance No. 21, 1950 for second reading. It was read a second time.

On motion of Mr. Wicker, seconded by Mr. Seidensticker, Appropriation Ordinance No. 21, 1950 was ordered engrossed, read a third time and placed upon its passage.

Appropriation Ordinance No. 21, 1950 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Ross called for General Ordinance No. 64, 1950 for second reading. It was read a second time.

On motion of Mr. Ross, seconded by Mr. Ehlers, General Ordinance No. 64, 1950 was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 64, 1950 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Seidensticker called for General Ordinance No. 65, 1950 for second reading. It was read a second time.

On motion of Mr. Seidensticker, seconded by Mr. Wicker, General Ordinance No. 65, 1950, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 65, 1950 was read a third time

by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Seidensticker called for General Ordinance No. 66, 1950 for second reading. It was read a second time.

On motion of Mr. Seidensticker, seconded by Mr. Ehlers, General Ordinance No. 66, 1950 was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 66, 1950 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

Mr. Lupear called for General Ordinance No. 67, 1950 for second reading. It was read a second time.

On motion of Mr. Lupear, seconded by Mr. Seidensticker, General Ordinance No. 67, 1950 was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 67, 1950 was read a third time by the Clerk and passed by the following roll call vote:

Ayes 9, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Lupear, Mr. Ross, Mr. Seidensticker, Mr. Wallace, Mr. Wicker, President Emhardt.

NEW BUSINESS

Mr. Jameson made a motion that Resolution No. 15, 1950 be stricken from the files. The motion was seconded by Mr. Ehlers, but failed to receive the necessary two-thirds vote of the members elected as shown by the following roll call vote:

Ayes 5, viz: Mr. Bright, Mr. Ehlers, Mr. Jameson, Mr. Wallace, Mr. Wicker.

Noes 4, viz: Mr. Lupear, Mr. Ross, Mr. Seidensticker, President Emhardt.

On motion of Mr. Seidensticker, seconded by Mr. Jameson, the Common Council adjourned at 8:00 P. M., CST.

We hereby certify that the above and foregoing is a full, true and complete record of the proceedings of the Common Council of the City of Indianapolis, held on the 18th day of September, 1950, at 6:30 P. M., CST.

In Witness Whereof, we have hereunto subscribed our signatures and caused the seal of the City of Indianapolis to be affixed.

A handwritten signature in cursive script, reading "Christian Lumbard". The signature is written in black ink on a light-colored background.

President.

ATTEST:

A handwritten signature in cursive script, reading "Richard G. Stewart". The signature is written in black ink on a light-colored background.

(SEAL)

City Clerk.

