

REGULAR MEETING.

COUNCIL CHAMBER, CITY OF INDIANAPOLIS, IND.,

MONDAY, April 5, 1915.

The Common Council of the City of Indianapolis met in the Council Chamber, Monday evening, April 5, 1915, at 7:30 o'clock in regular session, President Thomas C. Lee in the chair.

Present: The Hon. Thomas C. Lee, President of the Common Council, and 8 members, viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Connor, Graham and Shea.

Mr. Miller moved that the reading of the Journal be dispensed with. Carried.

COMMUNICATIONS FROM THE MAYOR.

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 23, 1915.

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

GENTLEMEN—I have approved and signed General Ordinance No. 74, 1914, the same being an ordinance entitled, "An ordinance regulating the operation of vehicles in the City of Indianapolis."

I return the said ordinance herewith.

Yours very truly,

J. E. BELL,

Mayor.

EXECUTIVE DEPARTMENT,

CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 30, 1915.

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

GENTLEMEN—I have approved and signed General Ordinance No. 9, 1915, the same being an ordinance entitled, "An ordinance authorizing the City Controller to make a temporary loan for the Track Elevation Fund, payable out of the current funds of said fund and fixing a time when the same shall take effect."

I return the said ordinance herewith.

Yours very truly,

J. E. BELL,

Mayor.

REPORTS FROM CITY OFFICERS.

From City Controller :

FINANCE DEPARTMENT,

CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., April 5, 1915.

To the Honorable, the President and Members of the Common Council:

GENTLEMEN—With the opening of the more favorable season for work, the progress of the track elevation project becomes more rapid, and it will be necessary to make provision for financing it. The estimate for March work will reach \$50,000, covering the temporary loan made today, which will be repaid out of the spring taxes. The track elevation law provides for the issue of bonds, and a bond issue of \$100,000 will cover the probable expenses for a couple of months. I recommend that this be provided for at your earliest convenience, in order to allow time for the issue and sale of the bonds, and herewith inclose ordinance providing for the same.

Respectfully submitted,

J. P. DUNN,

City Controller.

From City Controller :

FINANCE DEPARTMENT,

CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., April 5, 1915.

To the Honorable, the President and Members of the Common Council:

GENTLEMEN—I submit herewith letter from the Corporation Counsel, requesting an appropriation of \$2,000 to the Department of Law for judg-

ments, compromises and costs; also a letter asking an appropriation of \$1,000 for changes of venue. For the reasons stated in these letters I recommend these appropriations and inclose ordinance providing for them.

Respectfully submitted,

J. P. DUNN,
City Controller.

DEPARTMENT OF LAW,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 24, 1915.

Hon. Jacob P. Dunn, City Controller, City:

DEAR SIR—On January 14, 1915, Mattie Crawford recovered judgment against the city for \$2,000 in Room 1 of Superior Court on account of a defective sidewalk on Delaware Street just south of Washington, the defect being a hole broken in the sidewalk by the unloading of beer kegs in front of a saloon.

At my direction no motion for new trial has been filed because the plaintiff would consent to a new trial in the hope of getting larger damages, and there is no error in the record that would justify an appeal. The judgment, therefore, must be paid, and there is now to the credit of this department \$965.51 for the payment of judgments, compromises and costs.

I have to request, therefore, that you introduce an ordinance appropriating \$2,000 to the account of judgments, compromises and costs for this department, in order that we may pay this judgment which is drawing six per cent. interest. Interest to this date to the amount of \$23.00 has already accrued.

It would not be wise to use the balance which the department has on hands in this fund, because there is constant demand for small compromises, which it is an advantage to the city to make without waiting for appropriations, and there ought to be on hand in this department at all times a sum for that purpose.

I submit you herewith, for the information of the Common Council, a statement of the receipts and expenditures from this fund from January 1, 1915, to date.

It will be seen from the statement handed you herewith that more than \$7,000 of the appropriation for this year has been used in paying liabilities which accrued against the city under the Shank administration.

Yours truly,

WM. A. PICKENS,
Corporation Counsel.

Appropriation -----	\$13,000.00
January 6—Chas. M. Cooper. Services as appraiser in Hawkins vs. City. (Case from Shank administration) -----	\$ 25.00
January 6—Dr. McCulloch. Professional services in Schuerman vs. City -----	10.00
January 6—Compromise of the three cases of Brady, Goodwin and Goodwin vs. the City, because of the falling of the grandstand at the Marshall notification during the Shank administration.	

(This department is in serious doubt whether the city is liable on account of these grandstand cases, but I advised settlement, because it would probably have cost the city more than \$300 in each case to try them, even if the city had been successful in its defense) -----	600.00
January 6—Louis F. Kiefer. Costs in Thompson vs. City -----	10.50
January 11—Compromise of Jennie Hipwell vs. City. (This is a case that came over from the Shank administration and was pending in the court at Martinsville on a change of venue. The case had been tried, resulting in a disagreement of the jury, and was ready for trial again. The city attorney informed me that it would cost more than \$400 to take the city's witnesses to Martinsville. The trial of the case would have taken more than a week, and the city would have been put to the expense of paying associate counsel probably near \$250, and in the opinion of the city attorney there was danger of a verdict against the city. The injury was a bad one, and there was possibility of a very large verdict) -----	1,000.00
January 11—Compromise of Wm. Hipwell vs. City (husband to Jennie) for loss of services -----	500.00
January 11—Wm. Fogarty. Services as appraiser in Hawkins vs. City (From Shank administration) -----	25.00
January 11—James Berry. Services as appraiser in Hawkins vs. City and four other cases -----	41.00
January 12—Robert Cotton. Witness fees and mileage -----	2.20
January 19—U. S. Casualty Company. Judgment for excess premiums on liability insurance for the city on asphalt plant and city work on the streets. (Judgment rendered under Shank administration) -----	2,024.33
January 16—Dr. Clark. Professional services in Crawford case -----	50.00
January 16—Compromise of Sleight vs. City. (Injury because of defect in street) -----	250.00
January 16—Dr. Sandy. Services in Sleight vs. City. (Part of compromise) -----	10.00
January 16—McNutt & McNutt, Lawyers. Services in Sleight vs. City. Three days' trial and preparation -----	90.00
January 16—Fred E. Barrett, City Attorney. Expenses at Martinsville in trial of Sleight vs. City -----	13.07
January 22—Robert Cotton. Balance witness fees and mileage to Martinsville -----	1.90
January 28—Compromise and costs in Thompson vs. City. (Personal injury on account of defect in sidewalk) -----	316.30
February 15—Compromise of Grabhorn vs. City. (Damages to property) -----	25.00
February 18—Compromise of judgment of \$1,500 in Cunningham vs. City for death on account of ice and snow on sidewalk -----	850.00

February 20—Payment of judgment in Keely vs. City on account of personal injury caused by defect in street -----	400.00	
February 24—Costs in Hipwell vs. City in Morgan Circuit Court for trial under former administration -----	404.28	
February 23—Judgment in Halstead vs. City in Morgan Circuit Court. (Rendered during Shank administration) -----	817.47	
March 9—Theodore Stein, Clerk of Marion County. Costs taxed against city in 285 cases in the Circuit and Superior Courts of Marion County. (The city has not been paying its costs for many years. The costs in some of these cases have been owing for six and eight years, and nearly all this sum was for costs which had accrued under former city administration) -----	1,187.35	
March 16—Judgment and costs in Johns vs. City. (This was a case which had been appealed to the Appellate Court by the former administration, and the amount includes interest during all the time it was pending on appeal) -----	2,942.05	
March 19—Walter J. Hubbard. Damages for opening and extending Bradley Street -----	439.04	
Total -----	\$12,034.49	\$12,034.49
Balance -----		\$965.51

DEPARTMENT OF LAW,
CITY OF INDIANAPOLIS.
INDIANAPOLIS, IND., March 31, 1915.

Hon. Jacob P. Dunn, Controller, City Hall, City:

DEAR SIR—The appropriation to this department for payment of expenses incident to changes of venue is exhausted. I have received a statement of the expenses of trying the case of Woodson S. Marshall against the City of Indianapolis, growing out of the falling of the Marshall notification grandstand. The case was taken to Boone County on a change of venue. The expense incurred was \$200 for fees of A. J. Shelby, local counsel at Lebanon, assisting in the defense of the suit, and \$18.00 expenses of Paul G. Davis, assistant city attorney.

The appropriation of this fund for 1915 was \$500. It has been expended as follows:

Costs of change of venue in the cases of Pat Sheridan, John Mad-den and Joe Claibor -----	\$ 3.00
Hord and Adams, local counsel at Shelbyville, in the cases of Overman, Merklin, Cook, Fisher and Gibson against the city, for damages for ejection from the market house during the Shank administration -----	497.00
Total -----	\$500.00

There are still pending a number of these market house cases, and another grandstand case, which will be tried shortly, incurring further expense, and it is safe to say that an appropriation of less than \$1,000

to the fund for cost of change of venue cases will not take care of this expense for the remainder of the year. However, if it suits you, you may have an appropriation made sufficient to cover only the amount due in the case at Lebanon, but, in my judgment, an appropriation to this fund of \$1,000 ought to be made so as to avoid the necessity of making additional appropriations at such frequent intervals.

Yours truly,

WM. A. PICKENS,
Corporation Counsel.

REPORTS FROM STANDING COMMITTEES.

From the Committee on Finance:

INDIANAPOLIS, IND., April 5, 1915.

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 General Ordinance No. 6, 1915, entitled "An ordinance authorizing and providing for the employment of carpenters by the Board of Public Works of the City of Indianapolis, fixing their salaries, repealing all conflicting ordinances, and fixing a time when same shall take effect," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

Respectfully submitted,

JOHN F. CONNOR,
FRANK GRAHAM,
EDWARD MCGUFF,
W. T. YOUNG,
MICHAEL J. SHEA.

Mr. Connor moved that the report of the Committee be concurred in. Carried.

From the Committee on Finance:

INDIANAPOLIS, IND., April 5, 1915.

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 General Ordinance No. 2, 1915, entitled "An ordinance relating to the sale of seats at theaters and opera houses in the City of Indianapolis, pro-

viding a penalty for violation thereof, and fixing a time when the same shall take effect," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

Respectfully submitted,

JOHN F. CONNOR,
EDWARD MCGUFF,
MICHAEL J. SHEA.

Mr. Connor moved that the report of the Committee be concurred in. Carried.

From the Committee on Finance:

INDIANAPOLIS, IND., April 5, 1915.

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. 5, 1915, entitled "An ordinance appropriating \$900 to the Department of Public Works for the purchase of plats for the Assessment Bureau, and fixing a time when the same shall take effect," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

Respectfully submitted,

JOHN F. CONNOR,
FRANK GRAHAM,
EDWARD MCGUFF,
W. T. YOUNG,
MICHAEL J. SHEA.

Mr. Connor moved that the report of the Committee be concurred in. Carried.

From the Committee on Finance:

INDIANAPOLIS, IND., April 5, 1915.

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. 6, 1915, entitled "An ordinance appropriating \$1,760 to the Department of Public Safety for the purchase of automo-

biles, and fixing the time when the same shall take effect," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

Respectfully submitted,

JOHN F. CONNOR,
MICHAEL J. SHEA,
EDWARD MCGUFF,
FRANK GRAHAM.

Mr. Connor moved that the report of the Committee be concurred in. Carried.

From the Committee on City's Welfare:

INDIANAPOLIS, IND., April 5, 1915.

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

GENTLEMEN—We, your Committee on City's Welfare, to whom was referred Resolution No. 11, 1914, entitled:

"RESOLVED, That, in the event that said Board of Commissioners shall finally order the construction of such improvement (Bethel Avenue, from Churchman Avenue to the center of a public highway on the line dividing Center and Warren Townships of said Marion County), the City of Indianapolis does hereby consent to such improvement; and

"RESOLVED, That the City Engineer of this city be and is hereby directed to confer with the Civil Engineer and viewers, by said Board of Commissioners appointed, with a view to the fixing of the grade and quality of such improvement and to the making of a record thereof in the office of said City Engineer; and, be it further

"RESOLVED, That the Clerk of this city be and is hereby directed to certify to the said Auditor a copy of these resolutions, including the preambles thereto," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

FRANK GRAHAM,
W. T. YOUNG,
EDWARD R. MILLER,
JOHN F. CONNOR,
A. D. PORTER.

Mr. Graham moved that the report of the Committee be concurred in. Carried.

INTRODUCTION OF APPROPRIATION ORDINANCES.

By City Controller :

Appropriation Ordinance No. 8, 1915: An ordinance appropriating to the Department of Law \$2,000 for judgments, compromises and costs, and \$1,000 for changes of venue, and fixing the time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that there be and hereby is appropriated to the Department of Law, of said city, the sum of \$2,000 for judgments, compromises and costs, and the sum of \$1,000 for changes of venue.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

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

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

By City Controller :

General Ordinance No. 10, 1915: An ordinance authorizing the sale of one hundred (100) bonds of one thousand (\$1,000) dollars each of the City of Indianapolis, Indiana, payable from the general revenues and funds of said city, or from the Sinking Fund of said city, or as may be required by law, for the purpose of procuring money to be used in the elevation of railroad tracks and work thereunto appertaining, and providing for the time and manner of advertising, sale of bonds and the receipt of bids for the same, together with the mode and terms of sale, and fixing a time when the same shall take effect.

WHEREAS, It is deemed necessary and proper for the best interests of the City of Indianapolis and the inhabitants thereof to elevate the railroad tracks in said city pursuant to state law; and

WHEREAS, There is not now, and will not be, sufficient funds in the treasury of the City of Indianapolis with which to meet the aforesaid expenditures for such public welfare, and it being necessary for the City of Indianapolis to borrow the sum of one hundred thousand (\$100,000) dollars in order to procure such a fund to be devoted to such purposes, and to issue and sell its bonds in such an amount payable from the general revenues and funds of said city, or from the Sinking Fund, or as may be required by law; therefore,

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the City Controller of said city be and is hereby authorized, for the purpose of procuring money to be used for the purpose of track elevation for the City of Indianapolis, to prepare and sell one hundred (100) new bonds of the City of Indianapolis, Marion County, Indiana, of the sum of one thousand (\$1,000) dollars each, which bonds shall bear date of June 1, 1915, and shall be numbered from one (1) to one hundred (100), both inclusive; shall be designated as "Track Elevation Bonds of 1915," shall mature June 1, 1930, and shall bear interest at four per cent. per annum, payable semi-annually, and said installments of interest shall be evidenced by interest coupons attached to said bonds, and the first coupon attached to each bond shall be for the interest on said bond from date of issue until the first day of January, 1916. Said bonds and interest coupons shall be negotiable and payable at the Indiana Trust Company, Indianapolis, Indiana. Said bonds shall be signed by the Mayor and City Controller of said City of Indianapolis, and attested by the City Clerk, who shall affix the seal of said city to each of said bonds and the interest coupons attached to said bonds shall be authenticated by a lithographic fac-simile of the signatures of the Mayor and City Controller of said city engraven thereon, which shall for all purposes be taken and deemed to be equivalent to a manual signing thereof. Said bonds shall be prepared by the City Controller in due form, irrevocably pledging the faith and credit of the City of Indianapolis to the payment of the principal and interest stipulated therein respectively.

It shall be the duty of the City Controller at the time of the issue and negotiation of said bonds to register in a book kept for that purpose all of said bonds so issued and negotiated in serial number, beginning with number one (1), giving also the date of their issuance, their amount, date of maturity, rate of interest, and the time and place where said interest shall be payable; said bonds shall be substantially in the following form, all blanks for numbers and dates to be properly filled in before the issuance thereof:

No. ----- \$1,000.00

UNITED STATES OF AMERICA, CITY OF INDIANAPOLIS,
MARION COUNTY, STATE OF INDIANA.
TRACK ELEVATION BONDS OF 1915.

For value received, the City of Indianapolis, in Marion County, in the State of Indiana, hereby promises to pay to the bearer, without any relief from valuation or appraisement laws, on June 1, 1930, at the Indiana Trust Company, Indianapolis, Indiana, one thousand dollars (\$1,000.00), in lawful money of the United States of America, together with interest thereon at the rate of four per cent (4%) per annum from date until paid, the first interest payable on the first day of January, 1916, and the interest thereafter payable semi-annually, on the first day of January and July, respectively, upon the presentation and surrender of the proper interest coupons here unto attached, and which are made a part of this bond.

This bond is one of an issue of one hundred (100) bonds, of one thousand dollars (\$1,000.00) each, numbered from one (1) to one hundred (100), both inclusive, of date June 1, 1915, issued by said City of Indianapolis, pursuant to an ordinance passed by the Common Council of the city on-----, and an act of the

General Assembly of the State of Indiana entitled "An act concerning municipal corporations," approved March 6, 1915.

It is hereby certified that all conditions, act and things essential to the validity of this bond exist, have happened, and have been done, and that every requirement of law affecting the issuance hereof has been duly complied with, and that this bond is within every debt and other limit prescribed by the Constitution and the laws of the State of Indiana, and that the faith and credit of the City of Indianapolis, Indiana, are hereby irrevocably pledged to the punctual payment of the principal and interest of this bond according to its terms.

In Witness Whereof, The Common Council of the City of Indianapolis, Indiana, has caused this bond to be signed by the Mayor and the City Controller, and attested by the City Clerk, and the corporate seal of said city to be hereunto affixed this, the-----day of-----

Mayor.

City Controller.

ATTEST:

City Clerk.

SECTION 2. The City Controller shall, as soon as practicable after the passage of this ordinance, advertise for bids or proposals for said bonds by at least one insertion each in two daily newspapers of general circulation, printed and published in the City of Indianapolis, and may otherwise advertise for such bids or proposals as he may deem advisable. Said advertisement shall describe said bonds with such minuteness and particularity as the City Controller may see fit, and shall set forth the amount of the bonds to be sold and the rate of interest they shall bear, that the bidder may bid for all or any part of said bonds, the date of opening bids or proposals therefor, the right of the City Controller to reject any or all bids, the amount of deposit each bidder will be required to make, and when and where the bonds shall be delivered and paid for.

SECTION 3. Each and every bid and proposal shall be presented to the City Controller sealed, and shall be accompanied by a duly certified check upon some responsible bank of the City of Indianapolis, Indiana, payable to the order of the City Treasurer, for the sum of money which shall equal two and one-half (2½) per centum of the face or par value of the bonds bid for, or proposed to be purchased. The City Controller shall continue to receive bids or proposals therefor at the office of the City Controller until 12 o'clock noon on the day fixed by the City Controller and designated in the advertisement for receiving bids or proposals, at which time and place and between the said hour and and 2 p. m. of said day he shall open said bids or proposals. The City Controller shall award said bonds, or if he shall see fit, a part of any number thereof, to the highest and best bidder therefor, but said City Controller shall have full right to reject any and all such bids or proposals, or any part thereof, and shall have the right to accept a part of any bid, and to award upon any bid the whole or a less number of bonds covered by such bid, he being the sole judge of the sufficiency or insufficiency of any bid. He may also, in his judgment and discretion, award a part of said bonds to one bidder and part to another. These provisions shall apply to the case of reoffering and readvertising of said bonds as hereinafter provided.

SECTION 4. In the case the City Controller shall reject all bids submitted, or if he shall award only a part of said bonds, he shall readvertise the bonds remaining unsold in the manner as herein prescribed for the original advertisement, but in such re-advertisement he is authorized and directed to fix the date and the time both for receiving and opening bids or proposals and for purchasers to take up and pay for the bonds which may be awarded. And he shall continue from time to time, in like manner, to readvertise said bonds for sale until said bonds are sold.

SECTION 5. In case any bid or proposal shall not be accepted, and there shall be no award of bonds thereon by the City Controller, he shall thereupon return to such unsuccessful bidder the certified check accompanying the same. If the City Controller shall award the whole or any part of the bonds upon any bid or proposal, he shall thereupon deliver the certified check accompanying the same to the City Treasurer, who shall thereupon present the same for payment and shall be entitled to collect the same and shall hold the proceeds collected thereon until the completion of the purchase and the payment of the bonds so awarded. If for any reason said check shall not be paid upon presentation, such non-payment shall be taken and deemed a breach of the contract for the purchase of said bonds upon the part of the purchaser, and the city, in that event, shall have the right to readvertise said bonds for sale at once, and shall, in such event, retain said check, and shall have the right to collect the same for its own use, and said check and proceeds thereof, when collected, shall be taken and deemed as agreed and liquidated damages for such breach of contract and as a payment thereof to the city. In case any successful bidder shall fail to complete the purchase of the bonds so awarded, and to pay for the same within the time and manner herein required, or which may be prescribed by the City Controller, as herein provided, the proceeds of such certified check deposited by such bidder shall be taken, considered and deemed as agreed and liquidated damages for the breach of such bidder's contract of purchase, and shall be taken and deemed as a payment to the city for such damages, and shall be retained and held by said city for its use; but if such successful bidder shall complete the purchase of said bonds awarded to him pursuant to the provisions hereof and his bid and award thereon, said proceeds of said certified check shall thereupon be returned to such bidder; or, at the option of the City Controller, at the time of the completion of the sale and payment for the bonds, said proceeds of said certified check may be applied and deemed a payment on account of the purchase of said bonds.

SECTION 6. Delivery of any bonds sold shall be made at the office of the City Treasurer of the City of Indianapolis; Indiana, upon such day or days as may be specified in the advertisement or readvertisement for proposals, or within such time thereafter as may be fixed by the City Controller, or at such time or times as may be agreed upon by the City Controller and the purchaser or purchasers, and the City Controller may extend the time for such delivery not more than ten days after the day or days specified or agreed upon as above provided; and the successful bidder or bidders shall take the bonds awarded to him or them and pay for the same at such place and times, and his or her refusal, neglect or omission to do shall be a breach of the contract of his bid or proposal, on account of which damages shall be retained or recovered as liquidated and provided in this ordinance.

SECTION 7. The bonds taken and paid for to the satisfaction of the City Controller shall be binding obligations upon the said City of Indianapolis, according to their tenor and effect.

SECTION 8. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

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

By Mr. Miller :

General Ordinance No. 11, 1915: An ordinance for the regulation of public hacks in the City of Indianapolis, Indiana.

Be it ordained by the Common Council of the City of Indianapolis, that :

SECTION I.

Title, Definitions and Applications.

(a) *Title*—This ordinance shall be known as the Public Hack Ordinance and shall apply to vehicles as enumerated in this article.

(b) *Definitions*—A public hack is a vehicle plying for hire and which solicits public patronage upon the streets and highways of this city.

A cab is a public hack so designed and constructed as to comfortably seat, in the opinion of the Chief Inspector of Weights and Measures, not more than two persons as passengers inside thereof.

A coach is a public hack so designed and constructed as to comfortably seat, in the opinion of the Chief Inspector of Weights and Measures, four or more persons as passengers inside thereof.

A sightseeing car is a motor driven vehicle designed to carry seven or more persons from a fixed locality to points of interest about the city.

A taximeter is a mechanical instrument or device by which the charge for hire of a public hack is mechanically calculated, either for distance traveled or for waiting time, or for both, and upon which such charge shall be indicated by means of figures.

A cab driven by mechanical power on which a taximeter is affixed shall be known as a "little taxicab."

A taxicab is a coach driven by mechanical power on which a taximeter is affixed.

This ordinance shall not apply or govern any vehicle hired or obtained from a livery stable or garage and which does not solicit patronage upon the streets; nor to any omnibus running by authority of any ordinance, law, charter or permit upon a fixed route through the city.

SECTION II.

Bureau of Licenses.

(a) The licensing and inspection of public hacks, the inspection and sealing of taximeters, the examination of applicants for licenses to drive such public hacks, and the licensing of drivers, as hereinafter provided in this ordinance, and the enforcement of the provisions of this ordinance,

shall be under the control of the Board of Safety through the Department of Weights and Measures.

(b) The Mayor is hereby empowered to appoint such inspectors as may be found necessary to carry out the provisions of this ordinance. Such inspectors shall be paid such compensation as shall be fixed by law, for deputy inspectors in the Department of Weights and Measures.

(c) The Mayor or the Board of Safety shall have power to suspend or revoke any license or permit issued under the provisions of this ordinance.

SECTION III.

Public Hack License.

(a) No public hack shall ply for hire upon the streets of the City of Indianapolis without first obtaining a license from the City Controller. Such license shall be issued as of February 1, and shall expire on the 31st day of January next succeeding of each and every year hereafter unless sooner suspended or revoked by the Mayor or the Board of Safety.

(b) Applications for licenses for public hacks shall be made by the owner upon blank forms to be furnished by the City Controller and such applications shall contain the full name and address of the owner, the class of the vehicle for which the license is desired, the length of time the vehicle has been in use, the number of persons it is capable of carrying, and, if a motor driven vehicle, the motor power thereof.

(c) No vehicle shall be licensed until it has been thoroughly and carefully inspected and examined and found to be in thoroughly safe condition for the transportation of passengers, clean, fit, of good appearance, and well painted and varnished. It shall be the duty of the said Chief Inspector of Weights and Measures to make, or to have made by his lawful deputies, such examination and inspection before issuing a license. It shall be the duty of such Chief Inspector of Weights and Measures to refuse a license to, or if already issued, revoke or suspend the license of any vehicle found by him to be unfit or unsuited for public patronage.

(d) It shall be the duty of the said Chief Inspector of Weights and Measures to examine any taximeter attached to any public hack and to see that the same is accurate before issuing a license to such public hack.

(e) It shall be the duty of the Chief Inspector of Weights and Measures and he is hereby authorized and empowered to that end, to establish reasonable rules and regulations for the inspection of public hacks and their appurtenances, their construction, their condition of fitness, the time and places of their inspection, as may seem to him necessary or convenient for the proper conduct of his office or for the benefit of the public.

(f) If, upon inspection, the vehicle is found to be of proper character and in proper condition in accordance with the provisions of this ordinance, and rules and regulations so established and upon payment of the license fees hereinafter set forth to the City Controller, the same shall be licensed by delivering to the owner a card of such size and form as may be approved by the Mayor, which card shall contain the official license number of the hack so licensed, together with the date of inspection of the same, and a statement to the effect that in case of any complaint, the Chief Inspector of Weights and Measures shall be notified, giving the license number of the cab; and such card shall be signed by the Chief Inspector of Weights and Measures or by a duly authorized deputy. Such card, suitably framed to protect it from injury, shall be affixed by the owner to such conspicuous place in the interior of the public

hack as shall be designated by the Chief Inspector of Weights and Measures or his said deputy. Such cards shall contain blank spaces upon which an entry shall be made of the date of every inspection of such vehicle by the inspector who makes such inspection.

Such cards shall be changed annually. They shall be of a distinctly different color each year, and in the case of public hacks driven by mechanical power the license number assigned hereunder shall in each case be the same as that assigned to the same vehicle by the Secretary of State of Indiana for the year pursuant to law.

(g) At the time there shall also be affixed to a conspicuous and indispensable part of each public hack, by the Chief Inspector of Weights and Measures or his deputy by him duly authorized, a small plate not exceeding six inches in diameter which shall bear the license number of the vehicle. The design of such plates shall be changed annually.

(h) The following license fee shall be paid:

For each cab -----	\$ 5.00
For each coach-----	10.00
For each sightseeing car-----	10.00

Such license fees shall be in addition to any fees heretofore established.

In the case of licenses issued on and after August 1, in each year hereafter, one-half only of the above fees shall be paid.

(i) The Department of Weights and Measures shall keep a register of the name of each person owning or operating a vehicle licensed under this ordinance, together with the license number of the same, the description, make and necessary dimensions of such vehicle, with the date and complete record of inspections made of it, and such records shall be open to the inspection of the public at all reasonable times, and shall be public records, and extracts may be certified to by the Chief Inspector of Weights and Measures or his deputy duly authorized for use, as evidence.

(j) Any owner or driver of a vehicle not licensed and equipped in accordance with the provisions of this ordinance, or of a vehicle, the license of which has been suspended or revoked, and who engages in the business of a public hack as defined hereby, or attempts to engage in such business, or solicits for hire passengers upon the public streets or high-ways of the City of Indianapolis, shall, upon conviction before any city magistrate, be punishable by fine of not over \$50.00 or imprisonment not exceeding thirty days, or both.

(k) Every public hack driven by mechanical power, seating four passengers or less, shall have affixed thereto a taximeter of a size and design approved by the Chief Inspector of Weights and Measures for use upon public hacks. No license shall be issued to a public hack with a taximeter attached thereto until the same shall have been inspected and found to be accurate, and no person shall use or permit to be used upon any public hack a taximeter which shall be in such condition as to be over 5 per cent incorrect to the prejudice of any passenger under a penalty of \$50.00 for each and every offense.

(l) After sundown the face of every taximeter shall be illuminated by a suitable light so arranged as to throw a continuous steady light upon the face thereof. A violation of this provision shall render the offender liable, upon conviction before a city magistrate, to a fine not exceeding \$10.00, or in default of payment thereof, to imprisonment in the city prison for a period not exceeding ten days.

(m) No taximeter affixed to a public hack propelled by steam, gasoline, electricity, or other motor power, shall be operated from any wheel to

which the power is applied, under penalty of revocation of the license of said vehicle, and a fine of \$25.00.

(n) Public hack licenses granted under this ordinance may be revoked or suspended at any time by the Chief Inspector of Weights and Measures, if the public hack be not kept at all times in good condition and appearance, clean and safe; and in the case of horse drawn vehicles, if the horse or horses are unfit for use. It shall be the duty of the Chief Inspector of Weights and Measures through his deputies and inspectors, to maintain constant vigilance over all public hacks licensed under this ordinance, to see that all such vehicles are kept in a condition of continued fitness for public use, and to this end it shall be the duty of the said Chief Inspector of Weights and Measures through his deputies and inspectors, to inspect all public hacks from time to time, or on the complaint of any citizen, or as often as may be necessary. A report in writing of all inspections shall promptly be made to the Chief Inspector of Weights and Measures. Licenses when so suspended or revoked shall not be reissued until the public vehicle and all its appurtenances shall be put into fit condition for use by the public, to the satisfaction of the Chief Inspector of Weights and Measures.

SECTION IV.

Driver's Licenses.

(a) Every person driving a public hack must be licensed as such driver.

(b) No person shall be so licensed unless he fulfills the following qualifications:

1. He must be of the age of 21 years or over.
2. He must be of sound physique, with good eyesight and not subject to epilepsy, vertigo, heart trouble, or any other infirmity of body or mind which might render him unfit for the safe operation of a public hack.
3. He must be able to read and write the English language, and be clean in dress and person.
4. He must not be addicted to the use of intoxicating liquors.
5. He must produce, on forms, to be provided by the Chief Inspector of Weights and Measures for that purpose, sworn testimonials of good character from two reputable citizens of the City of Indianapolis, who have known him personally and observed his conduct during one year next preceding the date of his application, and a further testimonial on a form provided for that purpose from his last employer, unless in the estimation of the Chief Inspector of Weights and Measures sufficient reason is given for its omission.
6. He must fill out upon a blank form to be provided by the City Controller for that purpose a statement giving his full name, residence, places of residence for five years previous to moving to his present address, age, color, height, color of eyes and hair, place of birth, length of time he resided in the city, whether a citizen of the United States, places of previous employment, whether married or single, whether he has ever been convicted of a felony or a misdemeanor, whether he has been summoned to court, whether he has previously been licensed as a driver or chauffeur, and if so, whether his license has ever been revoked, and for what cause, which statement shall be signed by the applicant in writing and sworn to and filed in the office of the Board of Safety as a permanent record of that office. Any false statement made by applicant for a license shall be punishable by a fine of \$25.00, and a record of such false statement

sent by the Board of Safety to the attorney of the county in which the application was made.

7. Such applicant for a license, must, if required by the Board of Safety, in order to demonstrate his skill and ability to safely handle his vehicle, drive the vehicle through a crowded section of the city accompanied by an inspector of the Department of Weights and Measures.

8. Each applicant shall be examined by the Board of Safety as to his knowledge of the provisions of this ordinance, the police traffic regulations, and of the geography of the City of Indianapolis, and if the result of the examination be unsatisfactory, he shall be refused a license.

9. Each such applicant for a driver's license must file with his application two recent photographs of himself of a size which may easily be attached to his license, one of which photographs shall be attached to such license when issued, the other photograph to be filed with the application in the Department of Weights and Measures. The photograph of the licensee shall be attached to the license in such a way that it can not be removed and another photograph substituted without detection. Each licensed driver shall upon demand of an inspector of the Department of Weights and Measures, a policeman, or passenger, exhibit his license and photograph for inspection. In such instances where the application for a license is denied, the photograph shall be returned to the applicant by the Department of Weights and Measures.

(c) The Chief Inspector of Weights and Measures is hereby authorized and empowered to provide forms for applicants for driver's licenses hereunder, and he may establish reasonable rules and regulations governing the issue of driver's licenses not inconsistent herewith.

(d) Upon satisfactory fulfillment of the conditions herein established, the applicant shall be licensed by delivering to him a license which shall be in such form as to contain a photograph of the licensee's signature, and shall contain blank spaces upon which a record may be made of any arrest of the driver or serious complaint against him. Any licensee who defaces, removes or obliterates any entry made in these blank spaces upon his license, shall be punished by the revocation of his license. There shall also be delivered to each licensee a metal badge, of such form and style as the Mayor shall approve, with his license number thereon, which must, under penalty of revocation of the license, be constantly conspicuously displayed on the outside of the driver's coat when said driver is engaged in his employment. The Department of Weights and Measures shall keep a complete record of each license issued to a driver, all renewals, suspensions and revocations thereof, which record shall be kept on file with the original application of the driver for a license.

(e) Driver's licenses shall be issued as of February 1 in each and every year, and shall be valid to and including the 31st day of January next succeeding. The Department of Weights and Measures may renew same from year to year by noting the fact of such renewal on the licenses.

(f) A driver in applying for a renewal of his license under this ordinance can make such application upon a form to be furnished by the Department of Weights and Measures entitled: "Application for Renewal of License," this blank to be filled out with the full name and address of the applicant for such renewal, with a statement of the date upon which his original license was granted and the number thereof.

The following license fees shall be paid for driver's licenses:

For original license	\$1.00
For each renewal thereof.....	.50

Any person now holding a public driver's license under the provisions of any former ordinance or regulation shall be entitled to have the pro-

portion of his fee for his unexpired license apply in payment of the original license issued under this ordinance.

Driver's licenses may be suspended or revoked at any time by the Mayor, the Board of Safety or the Chief Inspector of Weights and Measures or any city magistrate. The fact of such suspension shall be noted on the license, together with a statement of the reasons therefore, and the driver shall be deprived of his badge by the official suspending or revoking such license. When the license is suspended or revoked by an official other than the Chief Inspector of Weights and Measures, the driver's badge and a note of the revocation or suspension shall be forthwith forwarded to him; the badge to be returned at the expiration of the period for which the license was suspended. A second suspension for the same reason, or in any case a third suspension of a driver's license, shall revoke the license. No driver whose license has been revoked shall again be licensed as a public hack driver in the City of Indianapolis. Whenever a license is suspended or revoked by a city magistrate notice of such revocation, with the cause thereof, shall be forwarded to the Chief Inspector of Weights and Measures. It shall also be the duty of the Chief Inspector of Weights and Measures to notify the Police Department whenever a license is revoked.

(g) Any person not having been duly licensed as a public hack driver, or any person whose license as such driver has been revoked, or any person whose license has been suspended and, who during the time of such suspension, drives for hire a public hack upon the streets or highways of the City of Indianapolis, shall, upon conviction before any city magistrate, be punished by a fine of not over \$50.00 or imprisonment for a term not exceeding thirty days, or both.

SECTION V.

Hack Stands.

(a) All public hack stands heretofore designated are hereby abolished.

(b) All special hack stands are hereby abolished and licenses for the same shall not be issued hereafter.

(c) The Board of Safety is hereby authorized to locate and designate as public hack stands the space alongside the curb adjacent to property used as public parks, public buildings, railroad stations, hotels, restaurants, theaters, and the center of any street or avenue where the roadway, exclusive of the sidewalk, is thirty feet in width or more.

(d) The Board of Safety may also designate the space beside the curb adjacent to subway entrances and elevated railway steps as stands for a limited number of public hacks. The Board of Safety shall further designate the number of such public hacks that shall be allowed to stand at any of the places designated by them and the Department of Weights and Measures shall prepare a metal sign, which shall be attached to a post or stanchion adjacent to the said stand, and on which sign shall be placed the number and kind of vehicles that will be allowed on that particular hack stand.

(e) Owners of any property may apply to the Board of Safety for the establishment of a public hack stand adjacent to their premises, stating in said application the number of public hacks they desire to come on said stand, and also the kind of locomotion to be used, whether gasoline, electric motor or horses. Such application shall be granted solely in the discretion of the Board of Safety, and may be revoked by them at any time. There shall be delivered to the owner of the property making such application a metal sign to be affixed to a stanchion on the curb or other

conspicuous place, setting forth the kinds of public hacks and the number thereof that will be allowed on said stand.

(f) The Board of Safety may not establish a public hack stand in the center of any street opposite to the premises where the owner has applied for and received the permit last above mentioned, during the time that said permit is in operation.

(g) No public hack shall stand at any hack stand located and designated by the Board of Safety in accordance with Section C of this section, adjacent to the curb of the sidewalk, within 15 feet of the entrance of any building erected on the property adjacent to the said hack stand. The said 15 feet shall be determined by measuring 15 feet on each side of a point on the curb opposite the middle of the entrance to the adjacent building. No hack shall stand within 50 feet of any cross walk.

(h) Only public hacks in such numbers and of such kinds as are set forth in the metal sign may remain at the stand while waiting for employment; and only in single file, pointed in accordance with the traffic regulations. No public hack standing at the head of any such line shall refuse to carry an orderly person applying for a hack, who agrees to pay the proper rate of fare; but this shall not prevent any person from selecting any hack he may desire on the stand whether it be at the head of the line or not. As the hacks leave the line with passengers, those behind shall move up, and any public hack seeking a space on the stand shall only approach the same from the rear end of the stand and move up as far as possible to the last cab already on the line.

(i) The Mayor or Board of Safety or Chief Inspector of Weights and Measures may suspend or revoke the license of any public hack driver who shall violate the above provisions by standing in front of the entrance of any building within the prohibited space after his passengers desiring to leave have alighted, or who shall attempt to stand in any prohibited space waiting for passengers, or who shall violate any of the other provisions of this section.

SECTION VI.

Rates of Fare.

(a) Maximum rates of fare shall be as follows:

Motor vehicles—(except sightseeing cars).

For not more than two passengers:

For the first half mile, or any fraction thereof.....25c

For each succeeding one-quarter mile or fraction thereof.....10c

For three or more passengers:

For the first half mile or fraction thereof.....40c

For each succeeding one-quarter mile or fraction thereof.....10c

(b) Sightseeing cars.

No rates are hereby established for sightseeing cars, but a schedule of the rates charged for each trip shall, before the trip, be prominently displayed upon the car, and a charge greater, or attempt to charge a passenger a sum greater than that set forth in said schedule, shall be deemed a violation of this ordinance.

(c) Horse drawn vehicles.

For cabs:

For the first mile or any fraction thereof.....\$0.50

For each succeeding half mile or a fraction thereof..... .20

For coaches :

For the first mile or fraction thereof.....\$0.70
 For each succeeding half mile or fraction thereof..... .30

Hourly rates—(applying only to horse drawn vehicles when shopping or calling, and not including park or road driving, nor driving more than five miles from starting point) :

For the first half hour or any part thereof.....\$1.50
 For each additional half hour..... .50

In the case of public hacks on which taximeters are not affixed, when driving on the streets or avenues in the City of Indianapolis, ten blocks shall constitute a mile for the purpose of this ordinance. The rate card, as provided for hereafter, shall state the number of blocks constituting a mile in the City of Indianapolis.

(d) Applying for both a motor driven and horse drawn vehicles :

For waiting time at the rate of \$1.50 per hour. For each piece of luggage or trunk carried outside, excepting 50 pounds in weight, 25 cents. No charge shall, however, be made for hand bags and suit cases.

Transfer charge and toll in all cases shall be paid by the party using the vehicle.

(e) A copy of the foregoing rates of fare shall be furnished by the Department of Weights and Measures to each public hack, and shall at all times be pasted in a conspicuous place on the inside thereof.

(f) The Department of Weights and Measures shall provide each public hack with a printed receipt pad, and every public hackman shall keep on hand a supply of the same and shall, whensoever requested by a passenger, give the passenger a receipt on such printed official form for the fare paid.

(g) Any violations of the provisions of this section, or any charge or any attempt to charge any passenger a greater rate of fare than that to which the public hack is entitled under the provisions of this section shall render the offender liable, upon conviction thereof, before any city magistrate to a fine of not exceeding \$10.00, or in default of payment thereof, to imprisonment in the city prison for a period not exceeding ten days.

SECTION VII.

Miscellaneous Provisions.

(a) It shall be unlawful :

For any person to use or permit to use or, drive for hire, a public hack equipped with a taximeter not having the case thereof sealed and the cover and gear thereof intact.

For any driver of a public hack equipped with a taximeter or other similar device while carrying passengers or under employment, to display the signal to such taximeters or other similar device in such position as to denote such vehicle is not employed, or in such position as to denote that he is employed at a rate of fare different from that to which he is entitled under the provisions of this ordinance.

For any person to drive a public hack on which has been fixed any taximeter other than one duly inspected and approved.

A violation of any of the provisions of this section shall render the offender or offenders liable upon conviction before any city magistrate to a fine of not more than \$50.00 for each and every offense, and in default of such payment of such fine he may be committed to prison by such

magistrate until the same shall be paid, but such imprisonment shall not exceed ten days.

(b) Every driver of a public hack, immediately after the termination of any hiring or employment, must carefully search such hack for any property lost or left therein, and any such property, unless sooner claimed or delivered to the owner must be taken to the nearest police station and deposited with the officer in charge within twenty-four hours after the find thereof, and the captain of the precinct to which such report shall be made shall forward a written notice to the Department of Weights and Measures with brief particulars and description of the property.

(c) Every driver of a public hack shall have the right to demand payment of the legal fare in advance, and may refuse employment unless so prepaid, but no driver of a public hack shall otherwise refuse or neglect to convey any orderly person or persons upon request anywhere in the city, unless previously engaged or unable to do so. No driver of a license hack shall carry any other person than the passenger first employing the hack without the consent of such passenger.

(d) All disputes as to the lawful rate of fare shall be determined by the police officer nearest to the place where such dispute is had; failure to comply with such determination shall subject the offending party to a charge of disorderly conduct punishable by a fine of not exceeding \$10.00, or in default thereof, imprisonment for not more than ten days.

(e) No public hack while waiting employment by passengers shall stand on any public street or place other than at or upon a public hack stand designated or established, in accordance with this ordinance; nor shall any driver of such hack seek employment by repeatedly and persistently driving his hack to and fro in a short space before, or by otherwise interfering with the proper and orderly access to or egress from any theater, hall, hotel, public resort, railway station or other place of public gathering, but any hackman may solicit by driving through any public streets or place without stops other than those due to obstruction to traffic, and at such speed as not to interfere or impede traffic, and may pass and repass before any theater, hall, hotels, public resort, railway station, or other place of public gathering provided that after passing such public place he shall not turn and repass until he shall have gone a distance of two blocks beyond such place.

(f) No person shall be allowed to ride on the box with the driver.

(g) No person shall solicit passengers for a public hack or hacks upon the streets and highways of the City of Indianapolis except the driver of public hack when sitting upon the driver's box of his vehicle.

(h) Any person violating any of the provisions of this ordinance, except those where another penalty is specifically provided, upon conviction of such violations by a city magistrate, either upon confession of the party or by competent testimony, may be fined for such offense a sum not exceeding \$10.00 or be subject to the suspension or revocation of his license in the discretion of the Chief Inspector of Weights and Measures or the Board of Safety with the approval of the Mayor.

SECTION VIII.

(a) This ordinance shall take effect February 1 after its approval by the Mayor and due publication so provided by law.

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

By President Lee (by request) :

General Ordinance No. 13, 1915: An ordinance providing for the destruction of confiscated weights and measures, and for the sale of the junk obtained from such weights and measures by the Chief Inspector of Weights and Measures.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that the Chief Inspector of Weights and Measures is hereby authorized to destroy weights and measures which have been duly condemned and confiscated, and to sell the junk obtained from such weights and measures; the money obtained to go into the city's general fund.

SECTION 2. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

SECTION 3. This ordinance shall be in full force and effect from and after its passage.

Which was read a first time and referred to the Committee on City's Welfare.

By Mr. Graham :

General Ordinance No. 14, 1915: An ordinance amending that portion of clause F. of Section 5, relating to the salary of the Chief Inspector of Street Sweeping, of an ordinance entitled, "An ordinance concerning the compensation of all officers, heads of departments, clerks, assistants and employes of the City of Indianapolis, Indiana, and repealing all ordinances in conflict therewith," being General Ordinance No. 32, 1907, as amended 1908, Gen. Ord. Record 12.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that that portion of clause F. of Section 5, relating to the salary of the Chief Inspector of Street Sweeping, of an ordinance entitled, "An ordinance concerning the compensation of all officers, heads of departments, clerks, assistants and employes of the City of Indianapolis, Indiana, and repealing all ordinances in conflict therewith, being General Ordinance No. 32, 1907, as amended 1908, Gen. Ord. Record 12," be and the same is hereby amended to read as follows: "The Chief Inspector of Street Sweeping (Superintendent of Street Cleaning), shall receive a salary at the rate of two thousand one hundred dollars (\$2,100.00) per annum."

SECTION 2. All ordinances and parts of ordinances in conflict herewith, are hereby repealed.

SECTION 3. This ordinance shall be in full force and effect from and after its passage.

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

By Mr. McGuff (by request) :

Special Ordinance No. 2, 1915: An ordinance to change the name of the street known as Brightwood avenue to Sherman Drive.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, that the name of Brightwood avenue be, and the same is hereby changed, to Sherman Drive, so as to conform to the original name, and thereby eliminate a dual name for one and the same thoroughfare.

SECTION 2. This ordinance shall be in full force and effect from and after its passage.

Which was read a first time and referred to the Committee on City's Welfare.

By Mr. McGuff (by request) :

Special Ordinance No. 3, 1915: An ordinance concerning changing of the name of a certain street in the City of Indianapolis, and fixing the time when the same shall take effect, and repealing all ordinances in conflict therewith.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that the name of Cornell avenue, north of Fall Creek, shall be and here is, changed so it shall bear the name of Winthrop avenue.

SECTION 2. Whereas an emergency exists for the immediate taking effect of this ordinance, the same shall be in full force and effect from and after its passage.

SECTION 3. All ordinances and parts of ordinances in conflict herewith, are hereby repealed.

Which was read a first time and referred to the Committee on City's Welfare.

By Mr. Miller :

General Ordinance No. 12, 1915: An ordinance regulating the sale of chickens, fowls, poultry and game birds and wild fowl of all kinds previously stored in cold storage and refrigerating warehouses, providing a penalty for violation of any of its provisions and repealing all ordinances in conflict therewith.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that it shall be unlawful for any person, firm or corporation in the City of Indianapolis to sell, offer to sell or have in his

possession with intent to sell, any chicken, chickens, fowls, poultry and game birds and wild fowl of all kinds, which have been in cold storage, unless such person, firm or corporation so offering same for sale shall conspicuously display at all times at the place of sale, one or more signs, each not less in size than twelve inches wide and eighteen inches long with the words thereon, "Cold Storage Poultry," in letters not less than four inches in height extending across the entire width of such sign.

SECTION 2. The words "Cold Storage" shall be defined as meaning storage in a warehouse employing refrigerating machinery or ice for the purpose of refrigeration, whether for public or private use, and shall not apply to ice boxes used for temporary protection only.

SECTION 3. Any person violating any of the provisions of this ordinance shall, upon conviction thereof, be fined in any sum not exceeding twenty-five dollars (\$25.00) nor less than ten dollars (\$10.00), to which may be added imprisonment for a period not exceeding thirty days.

SECTION 4. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

SECTION 5. This ordinance shall take effect and be in force from and after its passage and publication for one day each week for two consecutive weeks, in the Indianapolis Commercial, a daily newspaper, printed, circulated, and published in the City of Indianapolis.

Which was read a first time.

Mr. Miller moved that the rules be suspended and General Ordinance No. 12, 1915, be placed upon its passage.

The roll was called and the motion to suspend the rules carried by the following vote:

Ayes, 9, viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Connor, Graham, Shea and President Thomas C. Lee.

Mr. Miller called for General Ordinance No. 12, 1915, for second reading. It was read a second time.

Mr. Miller moved that General Ordinance No. 12, 1915, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 12, 1915, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Connor, Graham, Shea and President Thomas C. Lee.

ORDINANCES ON SECOND READING.

Mr. Connor called for General Ordinance No. 6, 1915, for second reading. It was read a second time.

Mr. Connor moved that General Ordinance No. 6, 1915, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 6, 1915, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Connor, Graham, Shea and President Thomas C. Lee.

Mr. Connor called for General Ordinance No. 2, 1915, for second reading. It was read a second time.

Mr. Connor moved that General Ordinance No. 2, 1915, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 2, 1915, was read a third time and passed by the following vote:

Ayes, 7, viz.: Barry, McGuff, Miller, Porter, Connor, Shea and President Thomas C. Lee.

Noes, 2, viz.: Messrs. Young and Graham.

Mr. Connor called for Appropriation Ordinance No. 5, 1915, for second reading. It was read a second time.

Mr. Connor moved that Appropriation Ordinance No. 5, 1915, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 5, 1915, was read a third time and passed by the following vote:

Ayes, 9, viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Connor, Graham, Shea and President Thomas C. Lee.

Mr. Connor called for Appropriation Ordinance No. 6, 1915, for second reading. It was read a second time.

Mr. Miller moved that Appropriation Ordinance No. 6, 1915, be referred back to the Committee and that the Council take a recess for five minutes. Carried.

At 8:45 o'clock P. M. President Lee called the Council to order.

By unanimous consent the Council referred back to

REPORTS FROM STANDING COMMITTEES.

Mr. Connor moved to reconsider the action taken on the report of the Finance Committee relative to Appropriation Ordinance No. 6, 1915. Carried.

Mr. Connor moved that the report of the Committee be not concurred in. Carried.

From the Committee on Finance :

FINANCE DEPARTMENT,
CITY OF INDIANAPOLIS.
INDIANAPOLIS, IND., April 5, 1915.

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

We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 6, 1915, being an Ordinance appropriating \$1,760.00 to the Department of Public Safety for four Ford automobiles for the use of deputy inspectors in the building department beg leave to report that we have had said ordinance under consideration, and recommend that the same be amended as follows, by adding thereto the following:

SECTION 2. This ordinance shall be in full force and effect on and after its passage.

Mr. Connor moved that the report of the Committee be concurred in. Carried.

ORDINANCES ON SECOND READING.

Mr. Connor called for Appropriation Ordinance No. 6, 1915, for second reading. It was read a second time.

Mr. Connor moved that Appropriation Ordinance No. 6, 1915, be amended as recommended by the Committee. Carried.

Mr. Connor moved that Appropriation Ordinance No. 6, 1915, be ordered engrossed, as amended, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 6, 1915, was read a third time and passed by the following vote: :

Ayes, 9, viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Connor, Graham, Shea and President Thomas C. Lee.

Mr. Graham moved that Resolution No. 11, 1914, be adopted.

Resolution No. 11, 1914, was adopted by the following vote :

Ayes, 9, viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Connor, Graham, Shea and President Thomas C. Lee.

Mr. Graham moved that General Ordinance No. 31, 1914, be stricken from the files.

The roll was called and General Ordinance No. 31, 1914, was stricken from the files by the following vote :

Ayes, 9, viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Connor, Graham, Shea and President Thomas C. Lee.

Mr. Graham moved that General Ordinance No. 49, 1914, be stricken from the files.

The roll was called and General Ordinance No. 49, 1914, was stricken from the files by the following vote :

Ayes, 9, viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Connor, Graham, Shea and President Thomas C. Lee.

Mr. Graham moved that General Ordinance No. 50, 1914, be stricken from the files.

The roll was called and General Ordinance No. 50, 1914, was stricken from the files by the following vote :

Ayes, 9, viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Connor, Graham, Shea and President Thomas C. Lee.

President Lee requested the Track Elevation Committee to report to the Council.

April 5, 1915.]

CITY OF INDIANAPOLIS, IND.

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On motion of Mr. Porter, the Common Council, at 9:00 o'clock
P. M., adjourned.

Thomas B. Lee
.....
President.

ATTEST:

Thomas A. Riley
.....
City Clerk.

