

REGULAR MEETING

Monday, November 6, 1933.

7:30 P. M.

The Common Council of the City of Indianapolis met in the Council Chamber at City Hall, Monday, November 6th, 1933, following a public hearing at 7:30 p. m., by the Committee on Public Safety on General Ordinance No. 73, 1933, and by the Committee on Public Parks on Special Ordinance No. 5, 1933. President Ernest C. Ropkey in the chair.

The Clerk called the roll.

Present: Ernest C. Ropkey, President and eight members, viz: Fred C. Gardner, George A. Henry, C. A. Hildebrand, James A. Houck, Chas. C. Morgan, Maurice E. Tennant, Leo F. Welch, Clarence I. Wheatley.

On motion of Mr. Henry, seconded by Mr. Gardner, the reading of the Journal for the previous meeting was dispensed with.

COMMUNICATIONS FROM THE MAYOR

10-17-33.

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

Gentlemen:

I have this day approved with my signature and delivered to Henry O. Goett, City Clerk, the following ordinances:

SPECIAL ORDINANCE NO. 4, 1933

AN ORDINANCE authorizing the sale, alienation and conveyance of real estate by the Board of Public Works of the City of Indianapolis, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 63, 1933

AN ORDINANCE transferring certain sums of money from certain numbered funds of the Department of Public Health and Charities and re-appropriating the same to other numbered funds of said Department, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 65, 1933

AN ORDINANCE ratifying and approving a contract entered into by and between the City of Indianapolis, by and through its board of public works and its board of public safety, with the approval of its Mayor, and J. A. Allison Realty Copany for fire protection outside of the city limits of said city, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 66, 1933

AN ORDINANCE ratifying and approving a contract entered into by and between the City of Indianapolis, by and through its board of public works and its board of public safety, with the approval of its mayor, and Charles B. Sommers for fire protection outside of the city limits of said city, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 67, 1933

AN ORDINANCE ratifying and approving a contract entered into by and between the City of Indianapolis, by and through its board of public works and its board of public safety, with the approval of its mayor, and The Fletcher American National Bank of Indianapolis, Trustee, for fire protection outside of the city limits of said city, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 68, 1933

AN ORDINANCE relating to the advertising and selling of goods, wares, merchandise, securities, real estate, and requiring dealers therein to indicate in such advertising and in their place of business that said person is a dealer and providing a penalty for the violation thereof; and designating a time when the same shall take effect.

Respectfully,

R. H. SULLIVAN,
Mayor.

COMMUNICATIONS FROM CITY OFFICIALS

Indianapolis, Indiana, November 6, 1933.

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

Gentlemen:

Attached please find copies of General Ordinance No. 77, 1933;

supplementing General Ordinance No. 78, 1932—Prohibiting Parking on Washington Street, from Gale Street to Brookville Road.

I respectfully recommend the passage of this general ordinance.

Yours respectfully,

CHARLES C. MORGAN, Councilman.

November 6, 1933.

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

Gentlemen:

Attached please find copies of General Ordinance No. 78, 1933, transferring moneys from certain numbered funds and reappropriating the same to other numbered funds in the City Controller's budget.

I respectfully recommend the passage of this ordinance.

Yours very truly,

EVANS WOOLLEN, JR.,
City Controller.

November 6, 1933.

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

Gentlemen:

Attached please find copies of General Ordinance No. 79, 1933, transferring the sum of Thirty-six Thousand Ninety-three Dollars and Fifty-one Cents (\$36,093.51) from various funds in the Sanitary Commissioner's budget and reappropriating the same to other numbered funds of said budget.

I respectfully recommend the passage of this ordinance.

Yours very truly,

EVANS WOOLLEN, JR.,
City Controller.

November 1, 1933.

*Honorable Evans Woollen, Jr.,
City Controller,
Indianapolis, Indiana.*

Dear Sir:

We hand you herewith thirteen copies of an appropriation ordi-

nance, transferring the following sums to the accounts as shown, in the amount of \$36,093.51.

The Board of Sanitary Commissioners respectfully requests that you present this ordinance to the Common Council at its next meeting, to be held November 6th, with recommendations for its passage.

Very truly,

BOARD OF SANITARY COMMISSIONERS,
(Signed) A. S. LEWIS,
Secretary.

November 6, 1933.

*Mr. Henry O. Goett,
City Clerk of the City of Indianapolis,
Indianapolis, Ind.*

Dear Sir:

I am handing you herewith sixteen copies of General Ordinance No. 80, 1933, entitled "An Ordinance dividing the City of Indianapolis into 22 wards, defining the boundaries thereof, repealing all ordinances and parts of ordinances in conflict therewith, and fixing a time when the same shall take effect," for introduction at the regular meeting of the Common Council to be held November 6, 1933.

Respectfully yours,

CHAS. C. MORGAN,
Councilman.

November 6, 1933.

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

Gentlemen:

We are submitting herewith General Ordinance No. 81, 1933, requiring the Cleveland, Cincinnati, Chicago, & St. Louis Railway Company to establish, maintain and operate manual type flashlight signals and bells at the respective intersections of their rights-of-way and the following streets in the City of Indianapolis: East New York Street, East Vermont Street, East Ohio Street, East Michigan Street

and Pine Street. We respectfully recommend the passage of this ordinance.

Respectfully submitted,

BOARD OF PUBLIC SAFETY,

WALTER O. LEWIS,
Executive Secretary.

November 6, 1933.

*Hon. President and Members
of the Common Council,
City of Indianapolis.*

Gentlemen:

We are submitting herewith General Ordinance No. 82, 1933, requiring the Cleveland, Cincinnati, Chicago & St. Louis Railway Company to establish, maintain and operate manual type flashlight signals and bells at the respective intersections of their rights-of-way and the following streets in the City of Indianapolis: Columbia Avenue, Newman Street, Commerce Avenue and Nevada Street. We respectfully recommend the passage of this ordinance.

Respectfully submitted,

BOARD OF PUBLIC SAFETY,

WALTER O. LEWIS,
Executive Secretary.

November 6, 1933.

*Hon. President and Members
of the Common Council,
City of Indianapolis.*

Gentlemen:

We are submitting herewith an ordinance amending General Ordinance No. 49—establishing Michigan Street as a preferential street from the city limits on the east to the city limits on the west, and making Michigan Street a stop street only from Massachusetts Avenue east to the city limits and from Senate Avenue west to the city limits.

We respectfully recommend the passage of this ordinance.

Respectfully submitted,

BOARD OF PUBLIC SAFETY,

WALTER O. LEWIS,

Executive Secretary.

November 4, 1933.

*Hon. Henry O. Goett,
City Clerk,
Indianapolis, Indiana.*

Dear Sir:

Enclosed herewith I hand you copies of General Ordinance No. 84, 1933, with the request that you introduce the same at the meeting of the Common Council of the City of Indianapolis at its regular meeting on November 6; 1933.

This ordinance is introduced in the hope and for the purpose of preventing the theft of garbage. The practice of stealing garbage has resulted in a very serious loss of revenue to the Sanitary District and a consequent loss to the taxpayers.

Very truly yours,

MAURICE E. TENNANT,

November 6, 1933.

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

Gentlemen:

Attached please find copies of Appropriation Ordinance No. 15, 1933, appropriating certain sums of money out of the anticipated unexpended and unappropriated balance of 1933, Municipal Airport revenues to various funds in the Municipal Airport budget.

I respectfully recommend the passage of this ordinance.

Yours very truly,

EVANS WOOLLEN, JR.,

City Controller.

October 26, 1933.

*Mr. Evans Woollen, Jr.,
City Controller.*

Dear Sir:

The Board of Public Works respectfully requests that you cause to be prepared an ordinance appropriating the following sums out of the anticipated balances of 1933, Municipal Airport revenue, to wit:

\$ 200.00 into No. 12, Airport, Salaries and Wages, Temporary
1,500.00 into No. 22, Airport, Furnishing Electric Current
125.00 into No. 25, Airport, Repairs
500.00 into No. 32, Airport, Fuel and Ice
500.00 into No. 33, Airport, Garage and Motor
300.00 into No. 38, Airport, General Supplies
650.00 into No. 72, Airport, Equipment

Kindly present the same to the Common Council at the next meeting with the recommendation of the Board of Public Works that the same be passed.

Yours very truly,

/s/ ERNEST F. FRICK,
Secretary, Board of Public Works.

November 6, 1933.

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

Gentlemen:

Attached please find fifteen copies of Special Ordinance No. 6, 1933, annexing certain contiguous territory to the City of Indianapolis.

The Board of Park Commissioners respectfully recommends the passage of this ordinance.

Yours very truly,

DEPARTMENT OF PUBLIC PARKS.
MARY E. GRIFFIN,
Secretary.

Mr. Welch asked for a recess. The motion was seconded by Mr. Henry and the Council recessed at 9:00 p. m.

The Council reconvened from its recess at 11:20 p. m., with the same members present as before.

COMMITTEE REPORTS

Indianapolis, Ind., November 6, 1933.

*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. 69, 1933, entitled Flash-light signals on East New York Street and Michigan Street, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

MAURICE E. TENNANT, Chairman.
F. C. GARDNER.
LEO F. WELCH.
C. I. WHEATLEY.
CHAS. C. MORGAN.

Indianapolis, Ind., November 6, 1933.

*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. 70, 1933, entitled Requiring persons convicted of certain crimes to register in the Office of the Chief of Police, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed as amended.

MAURICE E. TENNANT, Chairman.
F. C. GARDNER,
LEO F. WELCH.
C. I. WHEATLEY.
CHAS. C. MORGAN.

Indianapolis, Ind., November 6, 1933.

*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. 71, 1933, entitled Authorizing City Controller to distribute gasoline tax funds heretofore appropriated to G. O. 82, 1932, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

J. A. HOUCK, Chairman.
C. A. HILDEBRAND.
LEO F. WELCH.
FRED C. GARDNER.
MAURICE E. TENNANT.

Indianapolis, Ind., November 6, 1933.

*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. 72, 1933, entitled Transfer of Funds—\$1,000 Legal Department—\$1,000 to Police Department, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

J. A. HOUCK, Chairman.
C. A. HILDEBRAND.
LEO F. WELCH.
FRED C. GARDNER.
MAURICE E. TENNANT.

Indianapolis, Ind., November 6, 1933.

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

Gentlemen:

We, your Committee on Public Works, to whom was referred General Ordinance No. 74, 1933, entitled Amending G. O. 80, 1931,

authorizing Board of Works to charge for extension of sewer, water and gas, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

C. A. HILDEBRAND, Chairman.
CHAS. C. MORGAN.
LEO F. WELCH.
FRED C. GARDNER.
MAURICE E. TENNANT.

Indianapolis, Ind., November 6, 1933.

*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. 75, 1933, entitled Establishing Bus Zone on east side of Holmes Avenue at West Michigan Street, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

MAURICE E. TENNANT, Chairman.
FRED C. GARDNER.
LEO F. WELCH.
C. I. WHEATLEY.
CHAS. C. MORGAN.

Indianapolis, Ind., November 6, 1933.

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

Gentlemen:

We, your Committee on Public Works, to whom was referred General Ordinance No. 76, 1933, entitled Ratification of Contract—Leasing Airplane to National Guard, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

C. A. HILDEBRAND, Chairman.
LEO F. WELCH.
F. C. GARDNER.
MAURICE E. TENNANT.
CHAS. C. MORGAN.

Indianapolis, Ind., November 6, 1933.

*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. 14, 1933, entitled Appropriating \$2,400 from 1933 balance to City Controller Fund No. 53—Refunds, awards and indemnities, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

J. A. HOUCK, Chairman.
C. A. HILDEBRAND.
LEO F. WELCH.
F. C. GARDNER.
MAURICE E. TENNANT.

Indianapolis, Ind., November 6, 1933.

*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 Special Ordinance No. 5, 1933, entitled Annexing of territory—North Meridian Street between 71st Street and Williams Creek, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

F. C. GARDNER, Chairman.
J. A. HOUCK.
C. A. HILDEBRAND.

INTRODUCTION OF APPROPRIATION ORDINANCES

By City Controller:

APPROPRIATION ORDINANCE No. 15, 1933

AN ORDINANCE appropriating certain sums out of the anticipated unexpended and unappropriated balance of 1933, Municipal Airport revenues.

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

Section 1. That the following sums out of the anticipated un-appropriated and unexpended balances of 1933, Municipal Airport revenues, be appropriated to the following designated funds in the Municipal Airport budget, in the amounts specified, to-wit:

Fund No. 12—Salaries and Wages, Temporary...	\$ 200.00
Fund No. 22—Furnishing Electric Current	1,500.00
Fund No. 25—Repairs	125.00
Fund No. 32—Fuel and Ice.....	500.00
Fund No. 33—Garage and Motor.....	500.00
Fund No. 38—General Supplies	300.00
Fund No. 72—Equipment	650.00

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 the first time and referred to the Committee on Finance.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES

By Mr. Morgan:

GENERAL ORDINANCE No. 77, 1933

AN ORDINANCE designating the south side of Washington Street, from the east line of Gale Street to the west line of Brookville Road, as a place where no parking is permitted at any time, supplementing certain other places heretofore established by General Ordinance No. 78, 1932, 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 following place in the City of Indianapolis be, and it is hereby constituted as a place where it shall be unlawful for the operator of any vehicle to park the same at any time, supplementing such places heretofore constituted as such by General Ordinance No. 78, 1932, to-wit:

The south side of Washington Street, from the east line of Gale Street to the west line of Brookville Road.

Section 2. The penalties heretofore provided for the violation of said General Ordinance No. 78, 1932, shall be applicable to violations of this ordinance.

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 the first time and referred to the Committee on Public Safety.

By City Controller:

GENERAL ORDINANCE No. 78, 1933

AN ORDINANCE transferring money from certain numbered funds and reappropriating the same to other numbered funds, 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 following specified sums now in the various designated funds in the City Controller's budget, to-wit:

Fund No. 21—Communication and Transportation.	\$ 550.00
Fund No. 24—Printing and Advertising.....	136.25
Fund No. 53—Refunds, Awards and Indemnities..	100.00
Fund No. 54—Rents	37.00
Fund No. 62—Grants and Subsidies.....	260.00
Fund No. 72—Equipment	44.43

making a total of.....\$1,127.68

be and the same are hereby transferred therefrom and reappropriated to the following designated funds in the City Controller's budget in the amounts specified, to-wit:

Fund No. 36—Office Supplies	227.28
Fund No. 51—Insurance and Premiums.....	900.40

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 the first time and referred to the Committee on Finance.

By City Controller:

GENERAL ORDINANCE No. 79, 1933

AN ORDINANCE transferring monies from certain numbered and designated funds and re-appropriating the same to other numbered funds and fixing the time when the same shall take effect.

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

Section 1. That each of the following described sums of money in each of the following respective numbered funds of the Board of Sanitary Commissioners of the Sanitary District of Indianapolis, viz:

From Accounts

Construction Fund	\$ 6,407.30
II—22.....	70
25.....	500
26.....	400
34.....	15
36.....	25
38.....	260
45.....	3,950
51.....	864.73
53.....	650
72.....	4,192.21
III—12.....	200
V—12.....	8,100
25.....	100
37.....	1,000
44.....	500
45.....	1,157
72.....	800
VI—11.....	500
12.....	3,650.27
22.....	400
44.....	900
45.....	1,102
51.....	350
TOTAL.....	\$36,093.51

be, and each of said sums is hereby transferred therefrom, and the aggregate of said items, viz: \$36,093.51, be and the same is hereby re-appropriated to the following numbered funds of said Board of Sanitary Commissioners, viz:

To Accounts

II—11.....	\$ 825
12.....	24,636.51
24.....	25
32.....	157
33.....	1,800
V—11.....	8,100
26.....	100
VI—33.....	450
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TOTAL.....	\$36,093.51

Section 2. This ordinance shall take effect from and after its passage and publication according to law.

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

By Mr. Morgan:

GENERAL ORDINANCE No. 80, 1933

AN ORDINANCE dividing the City of Indianapolis into twenty-two (22) wards, defining the boundaries thereof, repealing all ordinances and parts of ordinances in conflict therewith, 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 City of Indianapolis be and the same is divided into twenty-two (22) wards, and the numbers and boundaries thereof shall be as follows:

FIRST WARD. Beginning at the intersection of the south property line of Thirty-eighth Street and the center line of Emerson Avenue; thence west along the south property line of Thirty-eighth Street to the center line of the Nickel Plate Railroad; thence southwestwardly along the center line of the said railroad to the southeast property line of Massachusetts Avenue; thence northeast along the southeast property line of Massachusetts Avenue to the center line of Emerson Avenue;

thence north along the center line of Emerson Avenue to the south property line of Thirty-eighth Street, the point or place of beginning, shall constitute the First Ward.

SECOND WARD. Beginning at the intersection of the center line of East Tenth Street and Emerson Avenue; thence north along the center line of Emerson Avenue to the north property line of Twenty-first Street; thence west along the north property line of Twenty-first Street to the center line of Riley Avenue; thence north along the center line of Riley Avenue and the production of the center line to the north right-of-way line of the Cleveland, Cincinnati, Chicago & St. Louis Railway; thence southwest along the north right-of-way line of said railroad to the center line of DeQuincy Street; thence north along the center line of DeQuincy Street to the center line of Twenty-third Street; thence west along the center line of Twenty-third Street to the center line of Linwood Avenue; thence south along the center line of Linwood Avenue to the north right-of-way line of the Cleveland, Cincinnati, Chicago & St. Louis Railway; thence southwest along the north right-of-way line of said railroad to the east right-of-way line of the Indianapolis Union Railway; thence northeast along the east right-of-way line of said railroad to the southeast property line of Massachusetts Avenue; thence northeast along the southeast property line of Massachusetts Avenue to the center line of Twenty-fifth Street; thence east 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 along the southeast property line of Massachusetts Avenue to the center line of Tenth Street; thence east along the center line of Tenth Street to the center line of Emerson Avenue, the point or place of beginning, shall constitute the Second Ward.

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 Thirty-eighth Street 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 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 Twenty-second Street; thence east along the center line of Twenty-second 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.

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.

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.

SIXTH WARD. Beginning at the intersection of the center lines 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 southeastwardly 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.

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.

EIGHTH WARD. Beginning at the intersection of the center lines 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 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.

NINTH WARD. Beginning at the intersection of the center lines of Oakland Avenue and Tenth Street; thence east along the center line of Tenth Street to the center line of Emerson Avenue; thence south along the center line of Emerson Avenue 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 Belt Railroad; thence north along the center line of the Belt Railroad 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; thence east along the center line of Michigan Street to the center line of Oakland Avenue; thence north along the center line of Oakland Avenue to the center line of Tenth Street, the point or place of beginning, shall constitute the Ninth Ward.

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, shall constitute the Tenth Ward.

ELEVENTH WARD. Beginning at the intersection of the center lines 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.

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.

THIRTEENTH 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 Thirteenth Ward.

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 east line of section twenty-two (22), township fifteen (15) north, range three (3) east; thence south along the west line of said section twenty-two (22) to the southwest corner of the said section twenty-two (22); thence east along the south line of the said section twenty-two (22) to the center line of White River; thence north and northeastwardly following the meanderings of the center line of White River to the center line of the Cleveland, Cincinnati, 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.

FIFTEENTH 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 eighty-seven (187) feet south of Southern Avenue; thence east on a line one hundred eighty-seven (187) feet south of Southern Avenue to the center line of Capitol Avenue; thence north along the center line of Capitol Avenue to a point one hundred eighty-two and five tenths (182.5) feet south of Southern Avenue; thence east on a line one hundred eighty-two and five tenths (182.5) 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 Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (St. Louis Division); thence northwestwardly along the east right-of-way line of the said railroad to the south right-of-way line of the Belt Railroad; 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 Fifteenth Ward.

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 Belt Railroad; thence south along the center line of the Belt Railroad 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 southwardly 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.

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 Belt 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 along the center line of Walker Avenue to the center line of Churchman Avenue; thence northwest along the center 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.

EIGHTEENTH WARD. Beginning at the intersection of the center lines of Huron Avenue and Emerson Avenue; thence east along the center line of Huron Avenue to the center line of Whittier Place; thence north along the center line of Whittier Place to the center line of Brookville Road; thence southeast along the center line of Brookville Road to a point three hundred fifteen (315) feet east of the center line of Arlington Avenue; thence north and three hundred fifteen (315) feet east of the center line of Arlington Avenue to the production of the center line of English Avenue; thence east along the production of the center line of English Avenue to a point one hundred forty (140) feet east of the east property line of Sheridan Avenue; thence north along a line one hundred forty (140) feet east of the east property line of Sheridan Avenue to the north right-of-way line of the Cleveland, Cincinnati, Chicago & St. Louis Railway; thence east along the north right-of-way line of the Cleveland, Cincinnati, Chicago & St. Louis Railway to the center line of Edmondson Avenue; thence north along the center line of Edmondson Avenue to the south line of the northeast quarter of Section Two (2) township sixteen (16) north, range four (4) east; thence west along the said quarter section line to the center of section two (2), township sixteen (16) north, range four (4) east; thence north along the west line of said northeast quarter section to the center line of east Tenth Street; thence west along the center line of East Tenth Street three hundred ninety-four and two tenths (394.2) feet; thence south to the south property line of East

Tenth Street; thence south forty-seven (47) degrees forty-five (45) minutes east one hundred ninety-four (194) feet to a point; thence south two hundred thirty-three (233) feet to a point; thence west ten hundred eighty and eight tenths (1080.8) feet to the east property line of Anderson Street; thence north along the east property line of Anderson Street to the center line of Tenth Street; thence west along the center line of Tenth Street to a point one hundred fifty (150) feet east of the center line of Arlington Avenue; thence north on a line one hundred fifty (150) feet east of the center line of Arlington Avenue one hundred fifty (150) feet to a point; thence west on a line one hundred fifty (150) feet north of the center line of Tenth Street to a point one hundred forty-six and twenty-seven hundredths (146.27) feet east of the east property line of Hawthorne Lane; thence north on a line one hundred forty-six and twenty-seven hundredths (146.27) feet east of the east property line of Hawthorne Lane to a point two hundred seventy-six and six tenths (276.6) feet north of the north property line of Eleventh Street; thence west on a line two hundred seventy-six and six tenths (276.6) feet north of the north property line of Eleventh Street to the center line of Emerson Avenue; thence south along the center line of Emerson Avenue to the center line of Huron Avenue, the point or place of beginning, shall constitute the Eighteenth Ward.

NINETEENTH 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 along the north right-of-way line of the said railroad to the center line of Raymond Street; thence west 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 along the said line to the southwest bank of Eagle Creek; thence northwestwardly following the meanderings of the southwest bank of Eagle Creek to the south right-of-way line of the Indiana Railroad, Inc. (Traction Company); thence southwestwardly along the said south right-of-way line to the center line of Tibbs Avenue; thence north and northwestwardly along the center line of Tibbs Avenue to the center line of Washington Street; thence eastwardly to the center line of Washington Street fifteen and five tenths (15.5) feet to a point; thence northwardly two hundred ninety-six (296) feet more or less to a point on the southwest boundary of

Salem Park Addition; thence northwestwardly on the southwest boundary of Salem Park Addition to the center line of Market Street; thence east along the center line of Market Street and the said center line produced east to the center line of the production of the center line of Tibbs Avenue; thence north along the production of the said center line of Tibbs Avenue and the center line of Tibbs Avenue to the center line of Vermont Street; thence west 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 center line of Olin Avenue; thence northwardly following the center line of Olin Avenue to the north property line of Sixteenth Street; thence east along the north property line of Sixteenth Street to the center line of Goodlet Avenue; thence north along the center line of Goodlet Avenue to the center line of Eighteenth Street (first street north of Sixteenth Street); thence east along the center line of Eighteenth Street to the center line of Goodlet Avenue; thence north along the center line of Goodlet Avenue to the center line of Nineteenth Street; thence east along the center line of Nineteenth Street to the center line of Kessler Boulevard; thence north along the center line of Kessler Boulevard to the center line of Twentieth Street; thence east along the center line of Twentieth Street to the center line of Rowland Avenue; thence south along the center line of Rowland Avenue to the center line of Twentieth Street; thence east along the center line of Twentieth Street to a point one hundred sixty-four (164) feet east of the center line of Rowland Avenue; thence south and one hundred sixty-four (164) feet east of the center line of Rowland Avenue seven hundred seventy-one and two tenths (771.2) feet; thence east on a line and seven hundred seventy-one and two tenths (771.2) feet south of the center line of Twentieth Street and the said line produced east (north line of Whitney Street) to the center line of the Lafayette Road; thence northwestwardly along the center line of the Lafayette Road to the west property line of the Cold Spring Road; thence northwardly on the west property line of the Cold Spring Road to the north line of Wayne Township (center line of Thirty-eighth Street); thence east on and along the north line of Wayne Township to the east line of the said township (center line of Belmont Avenue produced); then south along the east line of Wayne Township and the center line of Belmont Avenue to the north right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis

Railroad, the point or place of beginning, shall constitute the Nineteenth Ward.

TWENTIETH WARD. Beginning at the intersection of the center lines of Northwestern Avenue and Thirty-eighth Street; thence northwest along the center line of Northwestern Avenue to the north property line of Forty-second Street; thence eastwardly along the north property line of Forty-second Street to the east line of Shooters Hill, Inc.; thence north along the east line of the said Shooters Hill, Inc., to the south bank of the Indianapolis Water Company Canal; thence northeastwardly along the south bank of the said canal to the center line of Forty-fourth Street; thence east along the center line of Forty-fourth Street to the center line of Sunset Avenue; thence north along the center line of Sunset Avenue to the center line of Blue Ridge Road; thence east along the center line of Blue Ridge Road to the center line of Illinois Street; thence north along the center line of Illinois Street to the center line of Forty-ninth Street; thence east along the center line of Forty-ninth Street to the center line of Central Avenue; thence south 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 Keystone Avenue; thence south along the center line of Keystone Avenue to the north property line of the Allisonville Road; thence southwestwardly along the north property line of the Allisonville Road to the center line of the bridge over Fall Creek (north of Thirty-eighth Street); thence southeastwardly along the center line of said bridge and the production of the said center line to the east right-of-way line of the Nickel Plate Railroad; thence northeastwardly along the east right-of-way line of the said railroad to the south property line of the Millersville Road; thence eastwardly along the south property line of the Millersville Road to the center line of the first alley east of Eastern Avenue; thence south along the center line of said alley to the center line of Thirty-eighth Street; thence west along the center line of Thirty-eighth Street and the production of the said center line to the said center line of Northwestern Avenue, the point or place of beginning, shall constitute the Twentieth Ward.

TWENTY-FIRST WARD. Beginning at the intersection of the center lines of Central Avenue and Forty-ninth Street; thence west along the center line of Forty-ninth Street to the center line of Illinois Street; thence south along the center line of Illinois Street to the center line of Blue Ridge Road; thence

west along the center line of Blue Ridge Road to the center line of Sunset Avenue; thence south along the center line of Sunset Avenue to the center line of Forty-fourth Street; thence west along the center line of Forty-fourth Street to the east bank of the Indianapolis Water Company Canal; thence north-eastwardly along the east bank of the said canal to the center line of Sixty-first Street; thence west along the center line of Sixty-first Street to the east property line of Riverview Drive; thence south along the east property line of Riverview Drive to the north property line of the Spring Mill Road; thence westwardly along the north property line of the Spring Mill Road to the east bank of White River; thence northeastwardly along the east bank of White River to the production of the center line of Pennsylvania Street west of White River; thence northwest and north along the production of and the center line of Pennsylvania Street to the center line of Seventy-first Street; thence east along the center line of Seventy-first Street two hundred ninety-five and twenty-two hundredths (295.22) feet to a point; thence south along a line two hundred ninety-five and twenty-two hundredths (295.22) feet east of the center line of Pennsylvania Street two hundred thirty (230) feet to a point; thence east and two hundred thirty (230) feet south of the center line of Seventy-first Street three hundred seventy-eight and seventy-eight hundredths (378.78) feet to a point in the center line of Washington Boulevard; thence south along the center line of Washington Boulevard thirty-five (35) feet to a point; thence east and two hundred sixty-five (265) feet south of the center line of Seventy-first Street two hundred sixty-two and two tenths (262.2) feet to a point; thence north twenty-two (22) feet; thence east eighty-five (85) feet; thence north two hundred forty-three (243) feet to a point in 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 south bank of White River; thence eastwardly, southeastwardly and southwestwardly following the meanderings of the south bank of the said river to a point two hundred fifty-five and fourteen hundredths (255.14) feet northeastwardly from the crest of the dam across White River north of Sixty-third Street; thence south fifty-five (55) degrees fifty-nine (59) minutes east three hundred six and eighty-two hundredths (306.82) feet to a point in the east bank of White River; thence continuing south fifty-five (55) degrees fifty-nine (59) minutes east fifteen hundred fifty-three (1553) feet to a point;

thence north thirty-six (36) degrees twenty-five (25) minutes east one hundred (100) feet to a point; thence north twenty-eight (28) degrees fifty (50) minutes east to the intersection of the south line of the north half of the southeast quarter of section thirty-six (36), township seventeen (17) north, range three (3) east; thence east along the said south line to the low water mark on the east bank of White River; thence southwestwardly following the meanderings of the east bank of White River to the intersection of the production of the center line of Indianola Avenue produced north; thence south along the production of the center line of Indianola Avenue to the north property line of Sixty-third Street; thence southeastwardly and eastwardly along the north property line of Sixty-third Street to the center line of Evanston Avenue; thence south along the center line of Evanston Avenue to a point fifty (50) feet south of the center line of Kessler Boulevard (59th Street); thence west on a line fifty (50) feet south of the said center line to the east right-of-way line of the Monon Railroad; thence south along the east right-of-way line of the Monon Railroad to the center line of Fifty-second Street; thence east along the center line of Fifty-second Street to the center line of Keystone Avenue; thence south along the center line of Keystone Avenue to a point two hundred (200) feet north of the center line of Forty-sixth Street; thence east and two hundred (200) feet north of the center line of Forty-sixth Street seven hundred thirteen and five tenths (713.5) feet to a point; thence southwestwardly two hundred six (206) feet to a point in the center line of Forty-sixth Street; thence west along the center line of Forty-sixth Street to the center line of Central Avenue; thence north along the center line of Central Avenue to the center line of Forty-ninth Street, the point or place of beginning, shall constitute the Twenty-first Ward.

TWENTY-SECOND 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 center line of Moffitt Street; thence east along the center line of Moffitt Street to the center line of State Street; thence north on the production of the center line of State Street and the center line of State Street to the center line of Hanna Avenue; thence west along the center

line of Hanna Avenue to a point nine hundred ninety-three (993) feet east of the center line of Shelby Street; thence north three hundred fifteen (315) feet; thence west six hundred sixty-seven (667) feet; thence south three hundred fifteen (315) feet 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 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-second Ward.

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 and approval by the Mayor.

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

By Board of Safety:

GENERAL ORDINANCE No. 81, 1933

AN ORDINANCE requiring the Cleveland, Cincinnati, Chicago & St. Louis Railway Company (New York Central Railroad Company, lessee) New York, Chicago & St. Louis Railroad Company, and Chicago, Indianapolis & Louisville Railway Company to jointly establish, maintain and operate manual type flashlight signals and bells at certain grade crossings on their lines in the City of Indianapolis, repealing all ordinances or parts of ordinances in conflict herewith, providing penalties for violation of the provisions of this ordinance, 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 Cleveland, Cincinnati, Chicago & St. Louis Railway Company (New York Central Railroad Company, lessee), New York, Chicago & St. Louis Railroad Company, and Chicago,

Indianapolis & Louisville Railway Company shall, within ninety (90) days from the passage of this ordinance, establish, maintain and operate for twenty-four (24) hours each day, manual type flashlight signals and bells at the respective intersections of their rights-of-way and the following streets at grade in the City of Indianapolis, Indiana, to-wit: East New York Street, East Vermont Street, East Ohio Street, East Michigan Street, and Pine Street, the same to take the place of other protection now maintained at such crossings.

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3. Any person failing to comply with this ordinance, or any of its provisions, or violating any of the provisions thereof, 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 4. 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 the first time and referred to the Committee on Public Safety

By Board of Safety:

GENERAL ORDINANCE No. 82, 1933

AN ORDINANCE requiring the Cleveland, Cincinnati, Chicago & St. Louis Railway Company (New York Central Railroad Company, lessee) to establish, maintain and operate manual type flashlight signals and bells at certain grade street crossings on its lines in the City of Indianapolis, repealing all ordinances or parts of ordinances in conflict herewith, providing penalties for the violation of the provisions of this ordinance, 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 Cleveland, Cincinnati, Chicago & St. Louis Railway Company (New York Central Railroad Company, lessee) shall, within ninety (90) days from the passage of this ordinance, establish, maintain and operate for twenty-four (24) hours each day, manual type flashlight signals and bells at the respective intersections of its right-of-way and the following streets at grade in

the City of Indianapolis, Indiana, to-wit: Columbia Avenue, Newman Street, Commerce Avenue and Nevada Street, the same to take the place of other protection now maintained at such crossings.

Section 2. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 3. Any person failing to comply with this ordinance, or any of its provisions, or violating any of the provisions thereof, 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 4. 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 the first time and referred to the Committee on Public Safety.

By Board of Safety:

GENERAL ORDINANCE No. 83, 1933

AN ORDINANCE amending General Ordinance No. 49, 1933, 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 Section 1 of General Ordinance No. 49, 1933, be and the same is hereby amended to read as follows:

"Section 1. That sub-section 19 of Section 44 of General Ordinance No. 96, 1928, as amended by General Ordinance No. 31, 1931, as amended by General Ordinance No. 81, 1931, as amended by General Ordinance No. 21, 1932, as amended by General Ordinance No. 35, 1932, as amended by General Ordinance No. 49, 1933, be and the same is hereby amended to read as follows:

"19. Michigan Street from city limits west to Capitol Avenue and from Massachusetts Avenue to city limits east."

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

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

By Mr. Tennant:

GENERAL ORDINANCE No. 84, 1933

AN ORDINANCE concerning the taking, collecting and transporting of garbage, and providing penalties for the violation thereof.

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

Section 1. That it shall be unlawful for any person, firm or corporation to take, collect or transport garbage, collected or in course of collection, upon the streets or alleys of said city, and anyone violating the provisions of this ordinance shall be fined in a sum not to exceed Five Hundred (\$500.00) Dollars, to which may be added not to exceed sixty (60) days in jail.

Section 2. This ordinance shall be in full force and effect from and after its passage and publication for one (1) day each week for two (2) consecutive weeks in....., a daily newspaper printed, circulated and published in the City of Indianapolis.

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

By Park Department:

SPECIAL ORDINANCE No. 6, 1933

AN ORDINANCE annexing certain contiguous territory to the City of Indianapolis 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 City of Indianapolis be and the same is hereby extended so as to include the following described territory which is hereby annexed to and made a part of the territory constituting the City of Indianapolis, Indiana.

Beginning at a point on the present corporation line of the City of Indianapolis, said point being the intersection of the south line of section 35, township 17 north, range 3

east, with the low water mark on the east bank of White River; thence west on and along the south line of the said section 35 to the east property line of the Spring Mill Road; thence north on and along the east property line of the Spring Mill Road to the south property line of 64th Street; thence eastwardly on and along the south property line of 64th Street to the low water mark on the east bank of White River, the present corporation line; thence southwardly following the meanderings of the low water mark on the east bank of White River (the present corporation line) to the south line of section 35, township 17 north, range 3 east, the point or 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 according to law.

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

ORDINANCES ON SECOND READING

Mr. Tennant called for General Ordinance No. 69, 1933, for second reading. It was read a second time.

On motion of Mr. Tennant, seconded by Mr. Welch, General Ordinance No. 69, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 69, 1933, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

Mr. Tennant called for General Ordinance No. 70, 1933, for second reading. It was read a second time.

Mr. Henry presented the following written motion to amend General Ordinance No. 70, 1933:

Indianapolis, Ind., November 6, 1933.

Mr. President.

I move that General Ordinance No. 70, 1933, be amended by striking out the words "nor to any person who is or shall be on parole or probation under the laws of the State of Indiana, or whose parole or probation period under the laws of the State of Indiana shall have expired without any revocation of such parole or probation having been made," in Section 6 of said ordinance.

GEORGE A. HENRY,
Councilman.

The motion was seconded by Mr. Morgan and passed by the following roll call vote:

Ayes, 9, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

On motion of Mr. Tennant, seconded by Mr. Wheatley, General Ordinance No. 70, 1933, as amended, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 70, 1933, as amended, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

Mr. Houck called for General Ordinance No. 71, 1933, for second reading. It was read a second time.

On motion of Mr. Houck, seconded by Mr. Morgan, General Ordinance No. 71, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 71, 1933, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

Mr. Houck called for General Ordinance No. 72, 1933, for second reading. It was read a second time.

On motion of Mr. Houck, seconded by Mr. Wheatley, General Ordinance No. 72, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 72, 1933, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

Mr. Hildebrand called for General Ordinance No. 74, 1933, for second reading. It was read a second time.

On motion of Mr. Hildebrand, seconded by Mr. Welch, General Ordinance No. 74, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 74, 1933, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

Mr. Tennant called for General Ordinance No. 75, 1933, for second reading. It was read a second time.

On motion of Mr. Tennant, seconded by Mr. Welch, General Ordinance No. 75, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 75, 1933, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

Mr. Hildebrand called for General Ordinance No. 76, 1933, for second reading. It was read a second time.

On motion of Mr. Hildebrand, seconded by Mr. Welch, General Ordinance No. 76, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 76, 1933, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 8, viz: Mr. Gardner, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

No, 1, viz: Mr. Henry.

Mr. Houck called for Appropriation Ordinance No. 14, 1933, for second reading. It was read a second time.

On motion of Mr. Houck, seconded by Mr. Morgan, Appropriation Ordinance No. 14, 1933, was ordered engrossed, read a third time and placed upon its passage.

Appropriation Ordinance No. 14, 1933, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

Mr. Gardner called for Special Ordinance No. 5, 1933, for second reading. It was read a second time.

On motion of Mr. Gardner, seconded by Mr. Morgan, Special Ordinance No. 5, 1933, was ordered engrossed, read a third time and placed upon its passage.

Special Ordinance No. 5, 1933, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 5, viz: Mr. Gardner, Mr. Houck, Mr. Morgan, Mr. Tennant, President Ropkey.

Noes, 4, viz: Mr. Henry, Mr. Hildebrand, Mr. Welch, Mr. Wheatley.

Mr. Tennant asked for suspension of the rules for further consideration and passage of General Ordinance No. 84, 1933. The motion was seconded by Mr. Wheatley and passed by the following roll call vote:

Ayes, 9, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

The rules were suspended.

The Council reverted to a previous order of business.

COMMITTEE REPORT

Indianapolis, Ind., November 6, 1933.

*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. 84, 1933, entitled an ordinance concerning collection and transportation of garbage, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed under suspension of the rules.

MAURICE E. TENNANT, Chairman.
C. I. WHEATLEY.
CHAS. C. MORGAN.
F. C. GARDNER.
LEO F. WELCH.

ORDINANCES ON SECOND READING

Mr. Tennant called for General Ordinance No. 84, 1933, for second reading. It was read a second time.

On motion of Mr. Tennant, seconded by Mr. Wheatley, General Ordinance No. 84, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 84, 1933, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Morgan, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

MISCELLANEOUS BUSINESS

Mr. Tennant announced that the Committee on Public Safety was not ready to report on General Ordinance No. 73, 1933, and asked for further time for consideration of said ordinance, which was granted.

On motion of Mr. Wheatley, seconded by Mr. Henry, the Common Council adjourned at 11:45 p. m.

✓ 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 6th day of November, 1933, at 7:30 p. m.

IN WITNESS WHEREOF, We have hereunto subscribed our signatures and caused the seal of the City of Indianapolis to be affixed.

Ernest C. Ropkey

President.

ATTEST:

Henry O. Goett

City Clerk.

(SEAL)