

REGULAR MEETING

Monday, December 4, 1933.  
7:30 P. M.

The Common Council of the City of Indianapolis met in the Council Chamber at City Hall, Monday, December 4th, 1933, following a public hearing at 7:30 p. m., by the Committee on Public Parks on General Ordinance No. 90, 1933. President Ernest C. Ropkey in the chair.

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

On motion of Mr. Wheatley, sceonded by Mr. Welch, the reading of the Journal for the previous meeting was dispensed with.

COMMUNICATIONS FROM THE MAYOR

November  
Twenty-second,  
1933.

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

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

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.

APPROPRIATION ORDINANCE No. 15, 1933

AN ORDINANCE appropriating certain sums out of the anticipated unexpended and unappropriated balance of 1933, Municipal Airport revenues and fixing a time when the same shall take effect.

## GENERAL ORDINANCE NO. 73, 1933

AN ORDINANCE amending Sections 1 and 2 of General Ordinance No. 26, 1930, and fixing a time when the same shall take effect.

## 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.

## 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.

## GENERAL ORDINANCE No. 79, 1933

(AMENDED)

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

## 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 flash-light signals 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.

## GENERAL ORDINANCE No. 82, 1933

(AMENDED)

AN ORDINANCE requiring the Cleveland, Cincinnati, Chicago & St. Louis Railway Company (New York Central Railroad Com-

pany, lessee) to establish, maintain and operate flashlight signals 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.

GENERAL ORDINANCE No. 83, 1933

AN ORDINANCE amending General Ordinance No. 49, 1933, and fixing a time when the same shall take effect.

Respectfully,

R. H. SULLIVAN,  
Mayor.

COMMUNICATIONS FROM CITY OFFICIALS

December 4, 1933.

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

Gentlemen:

December 4, 1933.

Attached herewith please find copies of General Ordinance No. 92, 1933, transferring money from certain numbered funds of the Department of Public Health and Charities and reappropriating the same to other numbered funds of said department.

I respectfully recommend the passage of this ordinance.

Yours very truly,

EVANS WOOLLEN, JR.,  
City Controller.

*Mr. Evans Woollen, Jr., Controller,  
City of Indianapolis, Indiana.*

Dear Sir:

Acting under instructions from the Department of Public Health and Charities, I am submitting herewith a bill for an ordinance,

transferring certain numbered funds of the Department of Public Health and reappropriating the same to other numbered funds.

Respectfully yours,

(signed) H. G. MORGAN.

December 4, 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. 92, 1933, transferring the sum of Two Thousand Five Hundred (\$2,500.00) Dollars from various funds in the City Civil Engineer's Office budget and reappropriating the same to City Civil Engineer's Fund No. 42—Sewer Material.

I respectfully recommend the passage of this ordinance.

Yours truly,

EVANS WOOLLEN, JR.,  
City Controller.

December 2, 1933.

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

Dear Sir:

I am handing you herewith fourteen (14) copies of a transfer of an Appropriation Ordinance, with request for your favorable consideration.

The following amounts are to be transferred:

\$1500.00 from C. C. E. O. Fund 11-3  
500.00 from C. C. E. O. Fund 36  
400.00 from C. C. E. O. Fund 39  
100.00 from C. C. E. O. Fund 45  
Total of \$2500.00 to Fund No. 42, C. C. E. O.

This transfer is to enable this department to purchase necessary equipment and supplies for drain construction in accordance with the Civil Works Administration Program.

Yours truly,

(signed) A. H. MOORE,  
City Civil Engineer.

December 4, 1933.

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

Gentlemen:

We are submitting herewith General Ordinance No. 94, 1933, establishing an 18 foot "Passenger Zone" and/or "Loading Zone" for Johnston & Stapp, proprietors of the Pretzel-Bell, 117 North Illinois Street, and respectfully recommend its passage.

Respectfully submitted,

BOARD OF PUBLIC SAFETY,  
WALTER O. LEWIS,  
Executive Secretary.

December 4, 1933.

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

Gentlemen:

I am enclosing herewith copies of General Ordinance No. 95, 1933, for the purchase of 15 new Radio Cars for the Indianapolis Police Department. These bids were duly advertised according to law and opened before the Board of Public Safety at 10:00 A. M., Tuesday, November 21st, 1933, and the award was made to the A. W. Bowen Company as having submitted the lowest and best bid.

I respectfully recommend that this ordinance be passed so that these new cars may be placed in immediate police service.

Very truly yours,

ALBERT H. LOSCHE,  
Purchasing Agent.

Mr. Wheatley asked for a recess. The motion was seconded by Mr. Morgan and the Council recessed at 7:55 p. m.

The Council reconvened from its recess at 8:50 p. m., with the same members present as before.

### COMMITTEE REPORTS

Indianapolis, Ind., December 4, 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. 16, 1933, entitled Appropriating \$2,500 from balance in Park Department to funds in said department, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

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

Indianapolis, Ind., December 4, 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. 17, 1933, entitled Appropriating \$225 from 1933 balance of General Fund to Department of Public Safety Dog Pound Budget, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

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



Indianapolis, Ind., December 4, 1933.

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

Gentlemen:

We, your Committee on Election, to whom was referred General Ordinance No. 80, 1933, entitled Establishing Ward Boundaries in the City of Indianapolis, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed as amended.

CHAS. C. MORGAN.  
C. I. WHEATLEY.  
J. A. HOUCK.  
LEO F. WELCH.

Indianapolis, Ind., December 4, 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. 85, 1933, entitled Transfer of funds—\$3,100—Department of Public Parks, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

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

Indianapolis, Ind., December 4, 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. 86, 1933, entitled Transfer of funds—\$2,600—Recreation Department to Park Department, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

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

Indianapolis, Ind., December 4, 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. 87, 1933, entitled Transfer and re-appropriation of balances in Gas Tax Funds—\$27,331.50, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

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

Indianapolis, Ind., December 4, 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. 88, 1933, entitled Transfer of funds—\$3,361.91 from Board of Public Works to Street Commissioners Department, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

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

Indianapolis, Ind., December 4, 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. 89, 1933, entitled Transfer of funds—\$1,000—Gamewell



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

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

INTRODUCTION OF GENERAL ORDINANCES

By City Controller:

GENERAL ORDINANCE NO. 92, 1933

AN ORDINANCE transferring money from certain numbered funds of the Department of Public Health and Charities and re-appropriating 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 budget of the Department of Public Health and Charities for the City Hospital, to-wit:

General Fund No. 315, Meats, Poultry and Fish.....	\$2,000.00
General Fund No. 311, Bakery Products .....	300.00
General Fund No. 321, Fuel .....	150.00
General Fund No. 316, Milk, Cream and Ice Cream...	1,500.00

Making a Total of.....\$3,950.00

be and the same are hereby transferred therefrom and reappropriated to the following designated funds in the budget of the Department of Public Health and Charities for the City Hospital in the amounts specified, to-wit:

General Fund No. 51, Insurance Premiums .....	500.00
General Fund No. 214, Telephone and Telegraph.....	250.00
General Fund No. 252, Repair of Equipment.....	200.00
General Fund No. 317, Other Food Supplies.....	500.00
Power Plant Fund No. 38, General Supplies.....	150.00
Garage Fund No. 45, Repairs Parts .....	100.00
Garage Fund No. 331, Gasoline .....	250.00

Training School Fund No. 24, Printing.....	50.00
General Fund No. 222, Gas .....	300.00
General Fund No. 312, Butter, Eggs and Cheese.....	650.00
General Fund No. 313, Canned Goods .....	1,000.00

Making a Total of.....\$3,950.00

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.

By City Controller:

#### GENERAL ORDINANCE NO. 93, 1933

AN ORDINANCE transferring moneys from certain funds and re-appropriating 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 amounts in the specified funds in the City Civil Engineer's Office budget, to-wit:

\$1500.00 in Fund No. 11-3—Inspector's, Temporary
500.00 in Fund No. 36 —Office Supplies
400.00 in Fund No. 39 —General Supplies for Bridges and Flood Prevention
100.00 in Fund No. 45 —Material for Bridges and Flood Prevention;

be and the same are hereby transferred therefrom and reappropriated in their total sum, namely, Twenty-five Hundred Dollars (\$2500.00) to Fund No. 42—Sewer Materials.

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 Board of Safety:

GENERAL ORDINANCE NO. 94, 1933

AN ORDINANCE establishing certain passenger zones and/or loading zones in the City of Indianapolis pursuant to the provisions of Section 26 of General Ordinance No. 96, 1928, as amended by General Ordinance No. 31, 1931, as amended by General Ordinance No. 58, 1931, and fixing a time when the same shall take effect.

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

Section 1. That, for the purpose of providing the owners or occupants of certain premises fronting upon certain public streets of the City of Indianapolis, Indiana, with ingress and egress for passengers and freight coming to or going from such premises, such owners or occupants having complied with the provisions of Section 26 of General Ordinance No. 96, 1928, as amended by General Ordinance No. 31, 1931, as amended by General Ordinance No. 58, 1931, by making written application and request to the Board of Public Safety for the establishment of such loading and/or passenger zone as hereinafter set out, said Board having caused an investigation to be made thereof, and said Board having recommended the establishment of such loading and/or passenger zone, and pursuant to the terms of said Section 26 of said General Ordinance No. 96, 1928, as amended by said General Ordinance No. 31, 1931, as amended by General Ordinance No. 58, 1931, to-wit:

1. In front of 117 North Illinois Street, to extend eighteen (18) feet; requested by Johnston & Stapp, as proprietors of the Pretzel-Bell.

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 Purchasing Agent:

GENERAL ORDINANCE NO. 95, 1933

AN ORDINANCE authorizing the Board of Public Safety of the City of Indianapolis, Indiana, through its duly authorized purchasing agent, to receive bids for the purchase of certain automobile equipment to be used in and for the Police Department, and fixing a time when same shall take effect.

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

Section 1. That the Board of Public Safety of the City of Indianapolis, Indiana, by and through its Department of Public Purchase, its lawful agent, be and it is hereby authorized to receive bids, after advertising therefor, for the following equipment to be used in the Police Department of the City of Indianapolis:

Fifteen (15) 1933 model, standard (5) passenger, two (2) door, four (4), six (6) or eight (8) cylinders, genuine leather upholstery, all glass to be shatter-proof, doors to open on front hinges, to be equipped with five (5) wire wheels, five (5) 6-ply heavy duty tires, Bosch radio generator, color of body to be either dark blue or black.

The right and title of said City of Indianapolis in and to the following described police cars to be transferred and assigned at their respective values, as fixed by the Board of Appraisers for the City of Indianapolis, to the successful bidder, or bidders, to be applied at their total appraised value on the purchase price of said new cars, to-wit:

CAR NO.	YEAR	MAKE	STYLE	ENGINE NO.
12	1930	Ford	Sedan	A3638050
13	1930	Ford	Sedan	A3707589
18	1930	Ford	Sedan	A3707296
22	1930	Ford	Sedan	A3469604
24	1931	Ford	Coach	A4642829
25	1930	Ford	Sedan	A3683181
29	1931	Ford	Coach	A4622891
32	1930	Ford	Sedan	A3672351
35	1930	Ford	Sedan	A3318334
37	1931	Ford	Coach	A4156205
46	1930	Ford	Sedan	3672472
51	1931	Ford	Coach	A4652510
52	1931	Ford	Coach	A4642787
26	1930	Ford	Sedan	3691622
47	1930	Ford	Sedan	A3336149

Section 2. That said purchase shall be made from the lowest and best bidder or bidders after advertising for competitive bids thereon according to law and the total cost or expenditure thereof for said fifteen (15) new automobiles shall not exceed the sum of Seven Thousand Three Hundred Sixty-four Dollars (\$7,364.00).

Section 3. That the purchase price of said equipment shall be paid out of the funds heretofore appropriated to the Board of Public Safety, Police Department Division of the City of Indianapolis, for the year 1933.

Section 4. 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 Public Safety.

By Mr. Ropkey:

GENERAL ORDINANCE NO. 96, 1933

AN ORDINANCE amending Sections 2, 17 and 19 of General Ordinance No. 28, 1931, (as amended), entitled: "An Ordinance concerning taxicabs, providing for the regulation and licensing of the same, providing penalties for the violation thereof, repealing all ordinances in conflict therewith, and fixing a time when the same shall take effect," repealing all 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 Section 2 of General Ordinance No. 28, 1931, (as amended), be amended to read as follows, to-wit:

"Section 2. (a) The business of operating taxicabs upon the streets of the City of Indianapolis is declared to be a business affected with the public interest. The rapid increase in the number of taxicabs in the City of Indianapolis has so increased the dangers and hazards of travel upon the streets of the city as to make it imperative that more stringent regulation should be employed, to the end that the streets may be rendered safer for the use of the general public; that congestion of traffic upon the streets may be minimized, and that the use of the streets for the transportation of persons for hire may be restricted to the extent required by the necessity of the general public.

"(b) No person or corporation shall engage in the business of operating a taxicab, or taxicabs, upon the streets of the City of Indianapolis without first complying with all the provisions of this ordinance.



"(c) It is hereby declared by the Common Council of the City of Indianapolis that the public convenience and necessity can best be served by limiting the number of taxicabs operating in the City of Indianapolis to one (1) taxicab for each two thousand (2,000) of population of said city, as shown by the last preceding United States census. The City Controller of the City of Indianapolis is hereby prohibited from issuing licenses under this ordinance except in accordance with this limitation; provided, however, that this provision shall not affect the number of taxicabs operating with valid licenses on the effective date of this ordinance, except as such licenses are abandoned through failure or inability of operators to meet the requirements of this ordinance, or such licenses are not renewed within three (3) days after their expiration, or through revocation for cause.

"(d) No license for the operation of a taxicab, or taxicabs, under the provisions of this ordinance, shall be granted to any person or corporation operating any taxicab, or taxicabs, unless such person or corporation shall be the bona fide owner of such vehicle, and, at the time of the issuance of said taxicab license, such person or corporation so applying shall deposit with the City Controller the certificate of title for each taxicab to be licensed, the said certificate of title to be retained by the City Controller for such period of time as said vehicle is used as a taxicab and licensed under the provisions of this ordinance. The business of every licensed taxicab under the provisions of this ordinance shall be carried on by the person or corporation in whose name the bond or contract of insurance provided for herein is issued, and every licensed operator shall display in a conspicuous place on his cab the name of the person or corporation in whose name the license is issued, and no other corporate or personal name shall appear thereon. No operator of a taxicab licensed in accordance with the provisions of this ordinance shall rent or lease to any person, or persons, including his or its employees, any cabs so licensed."

Section 2. That Section 17 of General Ordinance No. 28, 1931, (as amended), be amended to read as follows, to-wit:

"Section 17. TAXICAB STANDS (a) It shall be unlawful for any taxicab stand to be located upon, or within one square of, any street upon which street car or other established intra-city common carrier passenger service is being given, except



within the area bounded by North, South, East and West Streets.

"The Board of Public Safety, subject to the approval of the Common Council by an ordinance duly passed, is hereby authorized to locate, designate and establish all taxicab stands and call boxes in the area within the City of Indianapolis bounded by said North, South, East and West Streets, and at such other locations within said city not herein prohibited, and shall fix the number of taxicabs that shall be allowed to stand at any public taxicab stand so authorized.

"The Board of Public Safety shall cause to be attached to a post or stanchion a metal sign, which shall state the number of taxicabs or motor vehicles for hire which shall be permitted to stand at each public taxicab stand.

"(b) No taxicab stand shall be established which is within twenty-five (25) feet of a street intersection, and no stand shall be established which shall conflict with any safety zone or bus line heretofore established, or at any place where parking is prohibited or may hereafter be prohibited."

Section 3. That Section 19 of General Ordinance No. 28, 1931, (as amended), be amended to read as follows, to-wit:

"Section 19. **CRUISING AND SOLICITING.** No taxicab, while awaiting employment by a passenger, shall stand on any public street or place other than at or upon a stand designated or established in accordance with this ordinance; nor shall any driver of a taxicab, for the obvious purpose of searching for or soliciting patronage, cruise, drive or operate over, along and upon any street or streets of this city upon which street cars of either the track or trackless trolley type, or buses engaged in an established intra-city common carrier passenger service, are being operated, or ask or request persons to take passage in such taxicab when waiting to take passage on a street car of either the track or trackless trolley type, or bus, at an established loading point for such street car or bus; nor shall any driver of a taxicab seek employment by repeatedly and persistently driving his taxicab to and fro in a short space, 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 driver may solicit employment, except as hereinbefore expressly prohibited, by driving through any public street or place without

stops, other than those due to obstruction of traffic, and at such speed as not to interfere with or impede traffic, and may pass and re-pass before any theater, hall, hotel, public resort, railway station, or other place of public gathering; provided, that after passing such public place he shall not turn and re-pass until he shall have gone a distance of two (2) blocks upon the streets and highways of the city, and no person shall solicit passengers for a taxicab except the driver thereof when sitting upon the driver's seat of his vehicle. No person shall be allowed to ride on the box with the driver.

"It shall be unlawful for the driver of any taxicab to wear cap or uniform similar in color or design to caps or uniforms which are now or may hereafter be adopted as the official cap or uniform for the members of the police or fire department of the City of Indianapolis.

"It shall be unlawful for any taxicab driver to drive said taxicab with more persons therein than the seating capacity according to the manufacturer's rating as shown by the license of such taxicab."

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

Section 5. 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.

Mr. Tennant made a motion that the rules be suspended as to the time of filing copies of ordinances, and that General Ordinances Nos. 97, 98, 99, 1933, be received and considered by the Council. The motion was seconded by Mr. Henry, 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.

By Mr. Welch:

#### GENERAL ORDINANCE NO. 97, 1933

AN ORDINANCE to amend Article II and Article IV of General Ordinance No. 48, 1931.

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

ARTICLE I.

That Article II of General Ordinance No. 48, 1931, be amended as follows by adding a new section to said Article to be as follows:

Section 2. The Board of Health of the City of Indianapolis and its Secretary shall institute a separate department to be known as the Restaurant and Food Inspection Department of the Board of Health, into which the funds derived from this ordinance shall be paid.

ARTICLE II.

That Article IV of General Ordinance No. 48, 1931, and Section 1 thereof shall be amended to read as follows:

Section 1. Every applicant for an owner's permit between the first day of January and the thirtieth day of June of any year shall pay to the City Controller of the City of Indianapolis at his office, a fee of Fifteen Dollars (\$15.00) in cash or its equivalent, annually, of which amount the City Controller of the City of Indianapolis shall pay Ten Dollars (\$10.00) into the General Fund of the City of Indianapolis, and Five Dollars (\$5.00) into the Restaurant and Food Inspection Department Fund of the Board of Health of the City of Indianapolis. Every applicant for an owner's permit between the first day of July and the thirty-first day of December of any year shall pay to the City Controller of the City of Indianapolis, at his office, a fee of Seven Dollars and Fifty Cents (\$7.50) in cash or its equivalent, of which amount the City Controller of the City of Indianapolis shall pay Five (\$5.00) Dollars into the General Fund of the City of Indianapolis and Two Dollars and Fifty Cents (\$2.50) into the Restaurant and Food Inspection Department Fund of the Board of Health of the City of Indianapolis.

ARTICLE III.

Section 1. This ordinance shall be in full force and effect from and after passage, as by law provided.

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

By Mr. Morgan:

GENERAL ORDINANCE NO. 98, 1933

AN ORDINANCE for the licensing of wrecking and salvaging contractors and of persons, firms, and corporations wrecking, demolishing and salvaging houses and structures providing penalties for violation thereof and fixing a time when same shall take effect.

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

Section 1. DEFINITIONS.

In this ordinance the following words shall have the meaning here indicated.

The term "wrecking and salvage contractor" as used herein, is defined to mean any person, firm, or corporation who contracts to supervise, coordinate and/or execute the work of wrecking, razing, demolishing, disposing of, and/or salvaging, wholly or in part, any building, house, or other structure or object.

Section 2. It shall be unlawful for any person, firm, or corporation to conduct, maintain, or engage in the business as, or of, a wrecking and salvaging contractor, or to wreck, raze, or demolish, dispose of, and/or salvage, wholly or in part any house or structure, unless such person, firm, or corporation shall have first paid a license fee to the City Controller, and procured a license thereof, as herein-after prescribed in this ordinance. This section shall apply to any person, firm, or corporation which sub-lets the contract for the wrecking, razing, demolishing, or salvaging of a house, building, or structure to another person, firm, or corporation.

Section 3. APPLICATION FOR LICENSE.

Any person, firm, or corporation, desiring to conduct, maintain, or engage in the business as, or of, wrecking and salvage contractor or contracting, or to wreck, demolish, or salvage a house, building or structure shall make application to the City Controller in writing for a license so to do, specifying the street and house number of the building or place in which such person, firm or corporation intends to carry on such business; the full names of the owners of said business, or

of the officers, if a corporation; the amount of Workmen's Compensation Insurance carried.

Said application shall be signed by two owners of real estate, and residents of said city, certifying that the party or parties are persons of good moral character or in the case of a corporation, that such corporation is of good financial standing or reputation.

The City Controller shall have the authority to refuse to grant licenses to any person, firm, or corporation which does not carry the proper amount of Workmen's Compensation Insurance, or any other suitable and adequate method of guaranteeing or insuring the compensating of the employees for injuries arising out of, or in course of, the employment.

Section 4. The license fee shall be \$25.00 per annum. Said license shall not be transferable.

Section 5. Any person violating any of the provisions of the next preceding sections, to-wit: Sections 2, 3, and 4, of this ordinance shall, upon conviction be fined in any sum not exceeding \$300.00.

Section 6. 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. Morgan:

GENERAL ORDINANCE NO. 99, 1933

AN ORDINANCE amending Section A-221, a part of Section 865, commonly known as Building Code, of General Ordinance No. 121, 1925, commonly known as the General Code of 1925, 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 A-221, a part of Section 865, commonly known as the Building Code, of General Ordinance No. 121, 1925, commonly known as the General Code of 1925, be and the same is hereby amended to read as follows, to-wit:



"Sec. A-221. Demolished Buildings. (a) When plans and a detailed statement are filed with the Commissioner of Buildings for an existing building or part of an existing building to be demolished, such facts shall be stated in the statement so filed.

"(b) In demolishing any building, it shall be demolished story after story, commencing with the top story, and each story shall be completely removed before the next story below. No material shall be placed upon the floor of any such building in the course of demolition, but the bricks, timbers and other structural parts of each story shall be lowered to the ground immediately upon displacement.

"(c) The material to be removed shall be properly wet down to lay dust incident to its removal. The Commissioner of Buildings may require dust proof shutes to be used.

"(d) The owner, architect, builder or contractor for any building, structure, premises, wall, platforms, staging or flooring to be demolished shall give no less than twenty-four (24) hours' notice to the Commissioner of Buildings of such intended demolition.

"(e) A bond will not be required for the wrecking of a fourth class, one (1) story building less than 600 square feet in area, providing a permit is issued for the same and all material removed from the building to be wrecked shall be stored on private property; however, a bond is required for all other wrecking of buildings. (See Sec. A-239).

Section 2. 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 Public Safety.

#### ORDINANCES ON SECOND READING

Mr. Morgan called for General Ordinance No. 80, 1933, for second reading. It was read a second time.

Mr. Morgan presented the following written motion to amend General Ordinance No. 80, 1933:



Indianapolis, Ind., December 4, 1933.

*Mr. President:*

I move that General Ordinance No. 80, 1933, be amended to read as follows:

GENERAL ORDINANCE No. 80, 1933  
AS AMENDED

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 center-line of 15th Street; thence west along the center-line of 15th Street to the center-line of Cornell Avenue; thence south along the center-line of Cornell Avenue to the southeast property line of Massachusetts Avenue; thence northeast along the southeast property line of Massachusetts Avenue to the center-line of 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 the center-line 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 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-line of Sixteenth Street and Capitol Avenue; thence east along

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

**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 Indianapolis Union Railway; thence north along the center-line of the Indianapolis Union Railway 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, Incorporated, 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-lines of Prospect Street and Shelby Street; thence west along the center-line of Prospect Street to the center-line of Madison Avenue; thence northwestwardly along the center-line of Madison Avenue to the center-line of Ray Street; thence west along the center-line of Ray Street to the center-line of White River; thence in a southwardly direction following the meanderings of the center-line of the present channel of White River to a point one hundred seventy-five (175) feet south of the center-line of Southern Avenue; thence east on a line one hundred seventy-five (175) feet south of the center-line of Southern Avenue to the center-line of Capitol Avenue; thence south along the center-line of Capitol Avenue to a point one hundred eighty-three and five tenths (183.5) feet south of Southern Avenue; thence east on a line one hundred eighty-three and five tenths (183.5) feet south of Southern Avenue to the center-line of Meridian Street; thence north along the center-line of Meridian Street to the center-line of Southern Avenue; thence east along the center-line of Southern Avenue to the east right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (Louisville Division); thence northwestwardly along the east right-of-way line of the said railroad to the south right-of-way line of the Indianapolis Union Railway; thence east along the south right-of-way line of said railroad to the center-line of East Street; thence north along the center-line of East Street to the center-line of Minnesota Street; thence east along the center-line of Minnesota Street to the center-line of Ringgold Street; thence south along the center-line of Ringgold Street to the center-line of Pleasant Run; thence northeastwardly along the center-line of Pleasant Run to the center-line of Shelby Street; thence north along the center-line of Shelby Street to the center-line of Prospect Street, the point or place of beginning, shall constitute the Thirteenth Ward.

**FOURTEENTH WARD.** Beginning at the intersection of the center-line of Belmont Avenue and the center-line of the Cleveland, Cincinnati, Chicago & St. Louis Railway (St. Louis Division); thence south along the center-line of Belmont Avenue to the north right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (Vandalia Division);



thence northeast along the north property line of said railroad to the east property line of Belmont Avenue; thence southeast along the east property line of Belmont Avenue and the production of the said east property line to a point three hundred seventy-nine (379) feet south of the center-line of Raymond Street; thence west and three hundred seventy-nine (379) feet south of the center-line of Raymond Street to the west line of section twenty-two (22), township fifteen (15) north, range three (3) east; thence south along the west lines of section twenty-two (22) and twenty-seven (27), township fifteen (15) north, range three (3) east to the center-line of White River; thence north and northeastwardly following the 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-line of White River and the center-line of Washington Street; thence east along the center-line of Washington Street to the center-line of Cruse Street; thence south along the center-line of Cruse Street to the center-line of Maryland Street; thence east along the center-line of Maryland Street to the center-line of Shelby Street; thence south along the center-line of Shelby Street to the center-line of Prospect Street; thence west along the center-line of Prospect Street to the center-line of Madison Avenue; thence northwest along the center-line of Madison Avenue to the center-line of Ray Street; thence west along the center-line of Ray Street to the center-line of White River; thence northwardly along the center-line of White River to the center-line of Washington Street, the point or place of beginning, shall constitute the Fifteenth Ward.

**SIXTEENTH WARD.** Beginning at the intersection of the center-lines of Washington Street and Cruse Street; thence east along the center-line of Washington Street to the center-line of the Indianapolis Union Railway; thence south along the center-line of the Indianapolis Union Railway to the center-line of English Avenue; thence east along the center-line of English Avenue to the center-line of Sherman Drive; thence south along the center-line of Sherman Drive to the center-line of Prospect Street; thence west along the center-line of Prospect Street to the center-line of Pleasant Run; thence in a south-

westwardly 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 Indianapolis Union Railway; 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 Pittsburgh, Cincinnati, Chicago & St. Louis Railway; thence east along the north right-of-way line of the Pittsburgh, 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 fifteen (15) north, range four (4) east; thence west along the said quarter section line to the center of section two (2), township fifteen (15) 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 along the centerline 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 along the said southwest boundary line 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 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 Seventeenth Street (first street north of Sixteenth Street); thence east along the center-line of Seventeenth Street to the center-line of Goodlet Avenue; thence north



along the center-line of Goodlet Avenue to the center-line of Eighteenth Street; thence east along the center-line of Eighteenth 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 to a point; thence east on a line 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); thence 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 northeastwardly 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 produced west; thence east along the production of and 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 and the said center-line to the 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 and the production of the said center-line to the east bank of the Indianapolis Water Company Canal; thence northeastwardly 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 south line of section thirty-five (35), township seventeen (17) north, range three (3) east; thence west along the south line of said section to the east property line of the Spring Mill Road; thence north along the east



property line of the Spring Mill Road to the south property line of Sixty-fourth (64th) Street; thence east along the south property line of 64th Street 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 pro-

duction 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 produced south; 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 the east property line of Shelby Street; thence north along the east property line of Shelby Street to the center-line of the first alley south of Martin Street; thence east along the center-line of the said alley to the center-line of State Street; thence north along the center-line of State Street and the production of the said center-line to the center-line of Troy Avenue; thence west along the center-line of Troy Avenue to the west property line

of Shelby Street, the point or place of beginning, shall constitute the Twenty-second Ward.

Section 2. All ordinances and parts of ordinancee 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.

CHAS. C. MORGAN,  
Councilman.

The motion was seconded by Mr. Welch 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. Henry presented the following written motion to amend General Ordinance No. 80, 1933:

Indianapolis, Ind., December 4, 1933.

*Mr. President:*

I move that General Ordinance No. 80, 1933, be amended by striking out the words "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" in the paragraph describing the Thirteenth Ward in Section one of said ordinance and by striking out the words "Minnesota Street and East Street; thence south along the center-line of East Street" and inserting in lieu thereof the words, "Shelby Street and Pleasant Run; thence south along the center-line of Shelby Street"; and by striking out the words, "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"; and by inserting in lieu thereof the words, "Shelby Street."

GEORGE A. HENRY,  
Councilman.

Which motion was lost by the following roll call vote:

Ayes, 4, viz: Mr. Henry, Mr. Hildebrand, Mr. Morgan, Mr. Wheatley.

Noes, 5, viz: Mr. Gardner, Mr. Houck, Mr. Tennant, Mr. Welch, President Ropkey.

On motion of Mr. Morgan, seconded by Mr. Welch, General Ordinance No. 80, 1933, as amended, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 80, 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. 85, 1933, for second reading. It was read a second time.

On motion of Mr. Houck, seconded by Mr. Welch, General Ordinance No. 85, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 85, 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. 86, 1933, for second reading. It was read a second time.

On motion of Mr. Houck, seconded by Mr. Welch, General Ordinance No. 86, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 86, 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. 87, 1933, for second reading. It was read a second time.

On motion of Mr. Houck, seconded by Mr. Welch, General Ordinance No. 87, 1933, was ordered engrossed, read a third time and placed upon its passage.

General ordinance No. 87, 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. 88, 1933, for second reading. It was read a second time.

On motion of Mr. Houck, seconded by Mr. Welch, General Ordinance No. 88, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 88, 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. 89, 1933, for second reading. It was read a second time.

On motion of Mr. Houck, seconded by Mr. Welch, General Ordinance No. 89, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 89, 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 Appropriation Ordinance No. 16, 1933, for second reading. It was read a second time.

On motion of Mr. Houck, seconded by Mr. Gardner, Appropriation



Ordinance No. 16, 1933, was ordered engrossed, read a third time and placed upon its passage.

Appropriation Ordinance No. 16, 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 Appropriation Ordinance No. 17, 1933, for second reading. It was read a second time.

On motion of Mr. Houck, seconded by Mr. Gardner, Appropriation Ordinance No. 17, 1933, was ordered engrossed, read a third time and placed upon its passage.

Appropriation Ordinance No. 17, 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 asked for suspension of the rules for further consideration and passage of General Ordinance No. 95, 1933. 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.

The rules were suspended.

The Council reverted to a previous order of business.

#### COMMITTEE REPORT

Indianapolis, Ind., December 4, 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. 95, 1933, entitled Authorization for purchase of 15 new Radio Cars—A. W. Bowen and Company, 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.  
FRED C. GARDNER.  
LEO F. WELCH.  
CHAS. C. MORGAN.  
C. I. WHEATLEY.

#### ORDINANCES ON SECOND READING

Mr. Tennant called for General Ordinance No. 95, 1933, for second reading. It was read a second time.

On motion of Mr. Tennant, seconded by Mr. Welch, General Ordinance No. 95, 1933, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 95, 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. Gardner announced that the Committee on Public Parks was not ready to report on General Ordinance No. 90, 1933, and asked for further time for consideration of said ordinance, which was granted.

Mr. Tennant announced that the Committee on Public Safety was not ready to report on General Ordinance No. 91, 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 9:20 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 4th day of December, 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)