

REGULAR MEETING.

COUNCIL CHAMBER, CITY OF INDIANAPOLIS, IND.

Monday, June 2, 1919.

The Common Council of the City of Indianapolis met in the Council Chamber, Monday evening, June 2, 1919, at 7:30 o'clock, in regular session, President Wm. B. Peake in the chair.

Present: The Hon. Wm. B. Peake, President of the Common Council, and seven (7) members, viz.: Messrs. Brown, Furniss, Kirsch, Miller, Pettijohn, Schmidt and Wilson.

Absent: Mr. Carnefix.

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

COMMUNICATIONS FROM THE MAYOR.

May 23, 1919.

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

Gentlemen—I have this day signed and delivered to George O. Hutsell, City Clerk, General Ordinance No. 25.

Yours very truly,

CHARLES W. JEWETT,

Mayor.

June 2, 1919.

To the Common Council, City of Indianapolis:

Gentlemen—I am handing you herewith General Ordinance No. 37, 1919, which is an ordinance for the regulation of vehicle traffic, providing for the rate of speed of street cars, establishing certain rules and regulations for vehicles, street cars and the operators thereof, and pedestrians, providing certain penalties for the violation thereof, and declaring a time when the same shall take effect.

You are undoubtedly aware of the fact that the number of automo-

biles in use in the city of Indianapolis is increasing annually at a rate far beyond the scope of our present traffic arrangements.

The present ordinances governing traffic are both unsatisfactory and impracticable. The need of a constructive traffic ordinance is apparent to every one.

The ordinance submitted herewith is the result of the work of the citizens committee appointed by the Board of Public Safety, composed of representatives of the Chamber of Commerce, Board of Trade, and the Hoosier Motor Club, together with your own Welfare Committee.

Inasmuch as the matter of traffic rules and regulations is of vital importance to every element of our citizenship, and in view of the fact that the present laws and ordinances are in such unsatisfactory condition and immediate action is necessary, I believe it would be proper consideration to the public and all members of the Council if this ordinance could be referred to the Council as a committee as a whole, for consideration, and a public hearing be called for Thursday, June 5th, at 7:30 o'clock p. m. for a full and thorough analysis and discussion of the provisions of the proposed ordinance.

I can not over-emphasize the necessity for immediate legislation in this matter. The down-town districts are rapidly becoming so congested that it is exceedingly dangerous to pedestrians as well as automobile drivers. This is particularly true in the case of fire runs through the congested districts.

Respectfully submitted,

CHARLES W. JEWETT, *Mayor.*

REPORTS FROM CITY OFFICERS.

May 29, 1919.

To the Members of the Common Council of the City of Indianapolis.

Gentlemen—It is absolutely necessary that we have in this Court an efficient Court Reporter.

The report of cases here, are used in all Courts, and accuracy is essential. This is, of course, work requiring a high degree of training and efficiency, and is well paid everywhere. Even in small counties, Court Reporters receive at least five dollars for each day or fraction of a day of Court attendance.

Miss Markowitz is as able and accurate a reporter as could be found anywhere. In addition to her duties as reporter, she has charge of the Probation Department of this Court, a position in which she handles thousands of dollars of the City's and State's money, and a place of great responsibility.

She certainly deserves at least two hundred dollars a month.

I may say that Miss Markowitz is thoroughly efficient, understands her work here, and her place could certainly not be refilled for a wage less than two hundred dollars a month.

Anything you may do towards procuring for her this just wage would be certainly appreciated by me.

Thanking you in advance, I am,

Very truly yours,

WALTER PRITCHARD,
City Judge.

From Board of Public Works:

May 22, 1919.

Mr. George O. Hutsell, City Clerk, City.

Dear Sir—I am submitting herewith, for transmission to the Common Council, switch contract of J. H. Altenbach, for the laying of a sidetrack or switch from the tracks of the Indianapolis Union Railway Company across Gale Street to the yards of J. H. Altenbach, located in block three (3) in Hutching's and Darnell's Addition to the City of Indianapolis.

Yours truly,

W. F. CLEARY,
Clerk, Board of Public Works.

June 2, 1919.

Mr. George O. Hutsell, City Clerk, City.

Dear Sir—I am transmitting herewith, for submission to the Common Council, an ordinance ordering the Board of Public Works to improve East Washington Street from the west property line of Rural Street to the east property line of Tuxedo Street by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick, as provided for under Improvement Resolution No. 9160, adopted April 11, 1919.

Yours truly,

W. F. CLEARY,
Clerk, Board of Public Works.

June 2, 1919.

Mr. George O. Hutsell, City Clerk, City.

Dear Sir—I am transmitting herewith, for submission to the Common Council, an ordinance ordering the Board of Public Works to improve North West Street from the north property line of New York Street to the south property line of Indiana Avenue, by paving and resurfacing the roadway with wooden block, asphalt, bituminous con-

crete or brick, as provided for under Improvement Resolution No. 9177, adopted April 21, 1919.

Yours truly,
W. F. CLEARY,
Clerk, Board of Public Works.

June 2, 1919.

Mr. George O. Hutsell, City Clerk, City.

Dear Sir—I am transmitting herewith, for submission to the Common Council, an ordinance ordering the Board of Public Works to improve Sixteenth Street from the west property line of Alabama Street to the east property line of Senate Avenue, except intersection from the east property line of Illinois Street, running north, to the west property line of Illinois Street, running south, and square between east property line of Talbott Street and east property line of Pennsylvania Street, by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick, as provided for under Improvement Resolution No. 9175, adopted April 18, 1919.

Yours truly,
W. F. CLEARY,
Clerk, Board of Public Works.

June 2, 1919.

Mr. George O. Hutsell, City Clerk, City.

Dear Sir—I am transmitting herewith, for submission to the Common Council, an ordinance ordering the Board of Public Works to improve East Washington Street from the east property line of State Avenue to the west property line of Rural Street by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick, as provided for under Improvement Resolution No. 9162, adopted April 11, 1919.

Yours truly,
WM. F. CLEAR,Y
Clerk, Board of Public Works.

REPORTS FROM STANDING COMMITTEES.

From the Committee on Finance :

Indianapolis, Ind., May 19, 1919.

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. 18, 1919, entitled an ordinance appropriating the sum of eight hundred (\$800.00) dollars to the Department

of Public Works for the purpose of grading Illinois Street from Maple Road to Forty-sixth Street and fixing a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

S. A. FURNISS,
RUSSELL WILLSON,
G. G. SCHMIDT,
O. B. PETTIJOHN,

Committee.

Mr. Schmidt moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., May 19, 1919.

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

Gentlemen—We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 19, 1919, entitled an ordinance appropriating the sum of Five Hundred Thirteen Dollars and Forty-nine Cents (\$513.49) to the Department of Public Works to be used by it in paying assessments to Abel Brothers against real estate in the name of the State of Indiana and fixing a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

S. A. FURNISS,
RUSSELL WILLSON,
G. G. SCHMIDT,
O. B. PETTIJOHN,

Committee.

Mr. Schmidt moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., May 19, 1919.

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

Gentlemen—We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 20, 1919, entitled an ordinance

appropriating the sum of \$650.00 to the Department of Public Works as an additional appropriation to the fund for salaries of the Board of Public Works and office force and fixing a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

S. A. FURNISS,
RUSSELL WILLSON,
G. G. SCHMIDT,
O. B. PETTIJOHN,

Committee.

Mr. Willson moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., May 19, 1919.

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. 27, 1919, entitled an ordinance authorizing and providing for the employment of carpenters by the Board of Public Works of the City of Indianapolis, fixing their salaries, repealing all conflicting ordinances and fixing a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

S. A. FURNISS,
RUSSELL WILLSON,
G. G. SCHMIDT,
O. B. PETTIJOHN,

Committee.

Mr. Schmidt moved that the report of the committee be concurred in. Carried.

From the Committee on Finance:

Indianapolis, Ind., May 19, 1919.

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. 28, 1919, entitled an ordinance fixing the salaries of blacksmiths and blacksmiths' helpers in the Street Clean-

ing Department and fixing a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be amended by adding, after the word "day" at the end of Section 1, the following words, "and that the compensation of one blacksmith at the Municipal Asphalt Plant is hereby fixed at Four Dollars (\$4.00) per day and that the compensation of the blacksmiths' helper at the Municipal Asphalt Plant be Three Dollars and Fifty Cents (\$3.50) per day," and that as amended the same do pass.

RUSSELL WILLSON,
S. A. FURNISS,
G. G. SCHMIDT,
O. B. PETTIJOHN,

Committee.

Mr. Schmidt moved that the report of the committee be concurred in. Carried.

From the Committee on Public Works:

Indianapolis, Ind., June 2, 1919.

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. 29, 1919, entitled an ordinance fixing the salary of the Telephone Operator, an employee of the Board of Public Works, repealing all laws in conflict therewith and fixing a time when the same shall take effect, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

RUSSELL WILLSON, Chairman,
J. E. MILLER,
S. A. FURNISS,
LEE J. KIRSCH,

Committee.

Mr. Willson moved that the report of the committee be concurred in. Carried.

From the Committee on Public Safety:

Indianapolis, Ind., June 2, 1919.

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. 31, 1919, entitled “An ordinance amending Section 14 of General Ordinance No. 24, 1918,” beg leave to report that we have had said ordinance under consideration, and recommend that the same be not passed.

S. A. FURNISS,
J. E. MILLER,
LEE J. KIRSCH,

Committee.

Mr. Furniss moved that the report of the committee be concurred in. Carried.

From the Committee on Law and Judiciary:

Indianapolis, Ind., June 2, 1919.

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

Gentlemen—We, your Committee on Law and Judiciary, to whom was referred General Ordinance No. 30, 1919, entitled an ordinance defining the meaning of the term laborers as used in General Ordinance No. 12, 1919, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

J. E. MILLER,
J. P. BROWN,
S. A. FURNISS,
RUSSELL WILLSON,
LEE J. KIRSCH,

Committee.

Mr. Miller moved that the report of the committee be concurred in. Carried.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

By Board of Public Works:

SWITCH CONTRACT.

GENERAL ORDINANCE NO. 32, 1919.

AN ORDINANCE approving a certain contract, granting to J. H. Altenbach had the right to lay and main a sidetrack or switch from the tracks of the Indianapolis Union Railway Company across Gale Street to the yards of J. H. Altenbach, located in block three (3) in Hutching's and Darnell's Addition to the City of Indianapolis, according to blue print attached, in the City of Indianapolis, Indiana.

WHEREAS, Heretofore, to-wit: On the 2nd day of May, 1919, J. H. Altenbach has filed his petition before the Board of Public Works of the City of Indianapolis, as follows:

PETITION.

To Board of Public Works, City of Indianapolis.

Gentlemen—The undersigned J. H. Altenbach hereby petitions your honorable body for permission to construct a switch across Gale Street, north of Twenty-first Street, in the City of Indianapolis, following the hereinafter described course.

Extending and connecting with the track of the Indianapolis Union Railway Company, upon and across their property known as lot number thirty-three in Ramsey's Sub-division, in the City of Indianapolis, to the east line of Gale Street, by a single track extending across Gale Street by single track the distance of fifty feet to the coal and supply yard of the undersigned, located upon property known as lot three (3), in Hutching's and Darnell's Addition to the City of Indianapolis, to serve the yards of the undersigned, fronting upon Olney Street in the City of Indianapolis, and in connection with this petition, the undersigned submits the Blue Print and tendered switch contract, and prays that the same may be granted and such switch contract executed by the Board of Public Works of the City of Indianapolis, and that it may be submitted to the Council for confirmation and approval.

Dated May 16, 1919.

NOW, THEREFORE, This agreement made and entered into this 2nd day of May, 1919, by and between J. H. Altenbach of the City of Indianapolis, County of Marion, State of Indiana, party of the first part, and the City of Indianapolis, by and through its Board of Public Works, party of the second part.

WITNESSETH, That the party of the first part, being desirous of securing a right of way for a sidetrack or switch from the tracks of the Indianapolis Union Railway Company, across Gale Street to the yards of J. H. Altenbach, located in block three (3), in Hutching's and Darnell's Addition to the City of Indianapolis, which is more specifically described as follows: Extending and connecting with the track of the Indianapolis Union Railway Company, upon and across their property known as lot number thirty-three in Ramsey's Sub-division in the City of Indianapolis, to the east line of Gale Street by a single track extending across Gale Street by single track the distance of fifty feet to the coal and supply yard of the undersigned, located upon property known as lot three (3), in Hutching's and Darnell's Addition to the City of Indianapolis, to serve the yards of the undersigned, fronting upon Olney Street in the City of Indianapolis, hereby covenants and fully

binds himself, his successors, legal representatives and assigns, that, in consideration of the grant of the privileges and authority herein given, he will lay, construct and maintain said track upon the terms and conditions hereinafter set forth, to-wit:

(1) They shall be so laid, improved and kept in repair as to be safe for persons on foot, in vehicles or otherwise, and shall, at all times, be subject to the orders of the Board of Public Works of the City of Indianapolis.

(2) Said track and switch shall be laid upon such grade as shall be established by said Board, and shall be put down under its supervision and to its satisfaction and approval. Said track shall be raised or lowered to conform to any grade which may, from time to time, be hereafter established, whenever so ordered, in writing, by said Board, and shall be made to conform in all respects with any ordinance passed by the Common Council or with any resolution or resolutions made by said Board, for the elevation or depression of said tracks.

(3) The crossing where said track intersects shall, at all times, be kept improved and in repair and free from obstructions or defects of any kind. No car or cars shall be permitted to obstruct such crossing or to be thereon except for such time as may be absolutely necessary in moving them back and forth, and they shall be at no time stopped or detained thereon in such manner as to obstruct public travel.

(4) Said party of the first part agrees, upon the written order of said Board, made for any good cause affecting the interest of the City or the public welfare, to take up and remove said track, and upon said party's failure so to do, upon such notification in writing, of ten (10) days, to promptly pay the cost of having the same done, and the party of the first part hereby releases all claims for damages whatsoever that may arise by reason of such removal; and in removing said track or causing the same to be done, said Board shall in no wise become a trespasser.

(5) The party of the first part agrees to pave between said track to the entire satisfaction of the second party, and in case said tracks shall be or become out of repair or in need of being reconstructed, or become in any way defective (of which fact the said Board shall be the exclusive judge), it shall be the duty of the said party of the first part to promptly repair or remove same, failing in which, after notification in writing of ten (10) days, said Board shall do or cause the same to be done at the expense of the said party of the first part, and for which expense and cost the said party of the first part shall be liable.

(6) The said party of the first part herein binds himself to hold said party of the second part and said city harmless from any and all claims for damages growing out of the existence, maintenance or use

of said track, and to pay any judgment, with costs, that may on that account be rendered against the said party or said city, and also to pay all necessary expenses that may be incurred by said city in defending against any such claims.

(7) Any violations of any of the provisions of this instrument by said party of the first part, or by any one for it or at its instance or with its permission, shall operate as an immediate and absolute forfeiture of the privileges and authority given or granted by this contract, provided, however, that the same may be terminated by said Board as hereinbefore set forth.

Said party of the second part by virtue of the provisions of an act of the General Assembly of the State of Indiana, entitled "An act concerning municipal corporations," approved March 6, 1905, and in consideration of the things hereinbefore set forth and upon the terms and provisions stipulated, hereby gives, grants and duly vests said party of the first part the right, privilege and authority to lay and maintain an additional sidetrack or switch across in the City of Indianapolis, all as shown by the drawing attached hereto, filed herewith and for greater certainty marked "Exhibit A."

(8) That in the event the switch provided for herein is not installed within one year from the approval by the Council of this contract, then this contract shall be null and void.

IN WITNESS WHEREOF, We have hereunto set our hands this 2nd day of May, 1919.

J. H. ALTENBACH,
Party of the First Part.

CITY OF INDIANAPOLIS.

GEO. LEMAUX, President,
MARK H. MILLER,
THOMAS A. RILEY,
Board of Public Works,
Party of the Second Part.

AND, WHEREAS, Said contract has been submitted by the Board of Public Works to the Common Council of the City of Indianapolis, for its consideration and action, now, therefore,

Section 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that such contract above set forth be, and the same is hereby in all things confirmed and approved.

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

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

By Board of Public Works:

GENERAL ORDINANCE NO. 33, 1919.

AN ORDINANCE ordering the Board of Public Works of the City of Indianapolis to improve East Washington Street from the west property line of Rural Street to the east property line of Tuxedo Street by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick, as provided for under Improvement Resolution No. 9160, adopted April 11, 1919.

Section 1. Be it enacted by the Common Council of the City of Indianapolis that, whereas the Board of Public Works of the City of Indianapolis did on the 11th day of April, 1919, adopt Improvement Resolution No. 9160 for the improvement of East Washington Street from the west property line of Rural Street to the east property line of Tuxedo Street by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick; and whereas, said Board of Public Works did at the same time fix April 30, 1919, at 10 o'clock A. M. as the time to hear all persons interested or whose property is affected by said improvement, and the notice of the passage of said resolution and the said time of hearing was published on the 12th day of April, 1919, and on the 19th day of April, 1919, in the Indianapolis Commercial, a daily newspaper of general circulation, printed and published in the City of Indianapolis, and notices by mail duly forwarded, as provided by law; and whereas, the Board of Public Works, pursuant to said notice, met on the 30th day of April, 1919, and after said hearing in regular session on said 30th day of April, 1919, took final action on said resolution, the same being confirmed without modification; and whereas, on the 30th day of April, 1919, a written remonstrance signed by more than a majority number of the resident freeholders on said street was filed with the Board of Public Works against said improvement; and whereas, the Board of Public Works has submitted to the Common Council, for its consideration, this ordinance ordering the Board of Public Works to proceed with the improvement of said street under said resolution.

NOW THEREFORE, Be it further ordained by the Common Council of the City of Indianapolis that the Board of Public Works of the City of Indianapolis did and is hereby ordered to improve East Washington Street from the west property line of Rural Street to the east property line of Tuxedo Street by paving and resurfacing the roadway

with wooden block, asphalt, bituminous concrete or brick, under said Improvement Resolution No. 9160, 1919.

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

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

By Board of Public Works:

GENERAL ORDINANCE NO. 34, 1919.

AN ORDINANCE ordering the Board of Public Works of the City of Indianapolis to improve Sixteenth Street from the west property line of Alabama Street to the east property line of Senate Avenue, except intersection from the east property line of Illinois Street, running north, to the west property line of Illinois Street, running south, and square between east property line of Talbott Street and east property line of Pennsylvania Street, by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick, as provided for under Improvement Resolution No. 9175, adopted April 18, 1919.

Section 1. Be it enacted by the Common Council of the City of Indianapolis that, whereas the Board of Public Works of the City of Indianapolis did on the 18th day of April, 1919, adopt Improvement Resolution No. 9175 for the improvement of Sixteenth Street from the west property line of Alabama Street to the east property line of Senate Avenue, except intersection from the east property line of Illinois Street, running north to the west property line of Illinois Street, running south, and square between the east property line of Talbott Street and the east property line of Pennsylvania Street by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick; and whereas, said Board of Public Works did at the same time fix May 7, 1919, at 10 o'clock A. M. as the time to hear all persons interested or whose property is affected by said improvement, and the notice of the passage of said resolution and the said time of hearing was published on the 19th day of April, 1919, and on the 26th day of April, 1919, in the Indianapolis Commercial, a daily newspaper of general circulation, printed and published in the City of Indianapolis, and notices by mail duly forwarded, as provided by law; and whereas, said Board of Public Works postponed and continued said hearing from the 7th day of May, 1919, to the 9th day of May, 1919; and whereas, said Board of Public Works met on the said 9th day of May, 1919, and after hearing in regular session on the 9th day of May,

1919, took final action on said resolution, the same being confirmed without modification; and whereas, on the 6th day of May, 1919, a written remonstrance signed by more than a majority number of the resident freeholders on said street was filed with the Board of Public Works against said improvement; and whereas, the Board of Public Works has submitted to the Common Council, for its consideration, this ordinance ordering the Board of Public Works to proceed with the improvement of said street under said resolution.

NOW, THEREFORE, Be it further ordained by the Common Council of the City of Indianapolis that the Board of Public Works of the City of Indianapolis did and is hereby ordered to improve Sixteenth Street from the west property line of Alabama Street to the east property line of Senate Avenue, except intersection from east property line of Illinois Street, running north to the west property line of Illinois Street, running south, and square between the east property line of Talbott Street and the east property line of Pennsylvania Street by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick, under said Improvement Resolution No. 9175, 1919.

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

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

By Board of Public Works:

GENERAL ORDINANCE NO. 35, 1919.

AN ORDINANCE, Ordering the Board of Public Works of the City of Indianapolis, Indiana, to improve East Washington Street from the East Property Line of State Avenue to the West Property Line of Rural Street, by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick, as provided under Improvement Resolution No. 9162, adopted April 11, 1919.

Section 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that whereas the Board of Public Works of the City of Indianapolis did, on the 11th day of April, 1919, adopt Resolution No. 9162 for the improvement of East Washington Street from the east property line of State Avenue to the west property line of Rural Street, by paving and resurfacing the roadway with wooden blocks, asphalt, bituminous concrete or brick; and whereas the said Board of Public Works did at the same time fix April 30, 1919, at ten o'clock A. M. as the time to hear all persons interested whose property

is affected by said improvement, and the notice of the passage of said resolution and of said time for hearing was published on the 12th day of April, 1919, and on the 19th day of April, 1919, in the Indianapolis Commercial, a daily newspaper of general circulation, printed and published in the City of Indianapolis, and notices by mail duly forwarded as provided by law; and whereas said Board of Public Works met for said hearing on the said 30th day of April, 1919, and said hearing was continued and postponed from day to day and from time to time until the 28th day of May, 1919, when said Board of Public Works in regular session, took final action on said resolution and same being confirmed without modification; and whereas on the 30th day of April, 1919, a written remonstrance signed by more than a majority in number of the resident free-holders on said street, was filed with the Board of Public Works against said improvement; and whereas the Board of Public Works has submitted to the Common Council of the City of Indianapolis for its consideration and action thereon, this ordinance ordering the Board of Public Works to proceed with the improvement of said street under said resolution, now therefore, be it ordained by the Common Council of the City of Indianapolis that the Board of Public Works of the City of Indianapolis be and the same is hereby ordered to improve East Washington Street from the east property line of State Avenue to the west property line of Rural Street, by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick, under Improvement Resolution No. 9162, adopted April 11, 1919.

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

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

By Board of Public Works:

GENERAL ORDINANCE NO. 36, 1919.

AN ORDINANCE, Ordering the Board of Public Works of the City of Indianapolis to improve North West Street from the north property line of New York Street to the south property line of Indiana Avenue, by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick, as provided for under Resolution No. 9177, adopted April 21, 1919.

Section 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that whereas the Board of Public Works of the City of Indianapolis did, on the 21st day of April, 1919, adopt Improvement Resolution No. 9177 for the improvement of North West Street from the north property line of New York Street to the south property line of Indiana Avenue, by paving and resurfacing the roadway with wooden block, asphalt, bituminous concrete or brick; and

whereas the Board of Public Works did at the same time fix May 9, 1919, at ten o'clock A. M. as the time to hear all persons interested or whose property is affected by said improvement, and the notice of the passage of said resolution and of said time for hearing was published on the 22nd day of April and on the 29th day of April, 1919, in the Indianapolis Commercial, a daily newspaper of general circulation, printed and published in the City of Indianapolis, and notices by mail duly forwarded as provided by law; and whereas the Board of Public Works met on the 9th day of May, 1919, in regular session, and after said hearing on the 9th day of May, 1919, took final action on said resolution, same being confirmed without modification; and whereas on the 9th day of May, 1919, a written remonstrance, signed by more than a majority in number of resident property owners on said street, was filed with the Board of Public Works against said improvement; and whereas the Board of Public Works has submitted to the Common Council of the City of Indianapolis for its consideration and action thereon, this ordinance ordering the Board of Public Works to proceed with the improvement of said street under said resolution, now therefore, be it further ordained by the Common Council of the City of Indianapolis that the Board of Public Works of the City of Indianapolis be and the same is hereby ordered to improve North West Street from the north property line of New York Street to the south property line of Indiana Avenue, by paving and resurfacing the roadway with wooden, block, asphalt, bituminous concrete or brick, under Improvement Resolution No. 9177, adopted April 21, 1919.

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

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

GENERAL ORDINANCE NO. 37, 1919.

AN ORDINANCE, regulating vehicle traffic, providing for the rate of speed of street cars, establishing certain rules and regulations for vehicles, street cars and the operators thereof, and pedestrians, providing certain penalties for the violation thereof, and declaring a time when the same shall take effect.

Be It Ordained By the Common Council of the City of Indianapolis, Indiana:

Section 1. The term "Congested District" within the meaning of this ordinance, shall constitute all that part of the City of Indianapolis included within the north line of New York Street on the north, the west line of Capitol Avenue on the west, the south line of Georgia Street from the west line of Capitol Avenue to the east line of Delaware

Street, and south line of Maryland Street, from the east line of Delaware Street to east line of Alabama Street on the south, and the east line of Alabama Street on the east.

The term "Limited District" within the meaning of this ordinance shall constitute the following territory within the City of Indianapolis:

That part of Washington Street from Illinois Street to Pennsylvania Street; that part of Meridian Street from Maryland Street to the Circle, and from the Circle to Ohio Street; that part of Illinois Street from Maryland Street to Ohio Street; that part of Pennsylvania Street from Washington Street to Ohio Street; that part of Ohio Street from Illinois Street to Pennsylvania Street on the south side of Ohio Street only; that part of Maryland Street from Illinois Street to Pennsylvania Street.

The term "Silent Policemen" within the meaning of this ordinance shall be deemed to mean some suitable device, post, standard or sign placed within any street or public place by order of the Board of Public Safety, as a warning, or for the control or direction of traffic.

The term "parking" within the meaning of this ordinance shall be deemed to mean the placing, allowing, permitting or stopping of any vehicle within any street or public place for any purpose other than the loading or unloading of passengers, freight, goods, wares or merchandise, providing such loading or unloading of passengers shall not exceed five (5) minutes and such loading or unloading of freight, goods, wares or merchandise shall not exceed one (1) hour.

The term "vehicle" within the meaning of this ordinance shall be deemed to include equestrians, led horses, automobiles and every vehicle on wheels, except street cars or other vehicles running on fixed tracks.

The term "horse" within the meaning of this ordinance shall include all domestic animals.

The word "driver" within the meaning of this ordinance shall be deemed to mean any person driving, riding or operating any such vehicle.

The term "Circle" within the meaning of this ordinance shall be deemed to mean that street encircling the Soldiers and Sailors Monument, namely, Monument Circle.

The term "slow moving vehicle" within the meaning of this ordinance shall be deemed to mean any vehicle traveling at a rate of speed not greater than eight (8) miles per hour.

Sec. 2. RULES OF THE ROAD.

(a) Vehicles shall be driven in that part of the roadway to the right of the center, except on one-way streets.

(b) In case any vehicle shall be operated at a distance of one hundred (100) feet or less, in front of another vehicle traveling in the same direction, such vehicle except as provided in Section 17 of this ordinance, shall be operated within three (3) feet of the right hand curb of such street, unless passing an obstruction or other vehicle at or near such right hand curb, provided, however, that such vehicle passing such other vehicle or obstruction, shall be operated within three (3) feet to the left of such other vehicle or obstruction.

(c) A vehicle overtaking another shall pass on the left side of the overtaken vehicle, and not pull over to the right until entirely clear of such overtaken vehicle.

(d) A vehicle turning into another street to right shall turn the corner within one (1) foot of such right hand curb.

(e) A vehicle turning into another street to the left, shall circle around the center of the street intersection.

(f) No vehicle shall make a complete turn upon any street within the Congested District.

(g) No vehicle shall stop with its left side to the curb, except in alleys and one-way streets.

(h) No vehicle shall stand backed to the curb except when loading or unloading goods, wares or merchandise, or other material, and if said vehicle is horse drawn and has four wheels, the horse or horses must stand parallel with the curb and face in the direction of traffic.

(i) Any vehicle waiting at the curb and not loading or unloading, shall promptly give place to a vehicle to load or unload goods, wares, merchandise or other material.

(j) No vehicle, unless in an emergency, or to allow another vehicle or pedestrian to cross its path, shall stop at any street or highway except near the right hand curb thereof, and so as not to obstruct a crossing.

(k) No vehicle shall back in any street, if at the time of so backing, there is another vehicle approaching within such street within a distance of fifty (50) feet thereof.

(l) No vehicle shall occupy any street in such manner as to interfere with or interrupt the passage of other vehicles except when it is being loaded or unloaded at the curb, and then only for such time as may be reasonably necessary for such loading and unloading.

(m) All vehicles and street and interurban cars stopping at crossings shall stop back of a point parallel with the property line of the intersecting street.

Sec. 3. DRIVERS' SIGNALS.

The driver of any vehicle about to turn from one street to another, shall not turn unless before so turning, he shall have given a signal with the arm or some device, showing the direction in which he intends to turn such vehicle, such signal to be given in such a manner that such arm or some device is visible to the rear of such driver's automobile a distance of one hundred (100) feet; in case of a left turn, such driver shall give such signal by holding the arm or device out of such vehicle in a stationary, horizontal manner; in case such driver of such vehicle intends turning to the right or stop, he shall give such a signal by a forward movement of such arm or device.

Sec. 4. RIGHT OF WAY.

(a) Fire department, police and salvage corps apparatus, ambulances, United States mail vehicles and street railway emergency repair vehicles, shall have the right of way over all traffic in any street or other public place, and through any procession, provided, however, that the fire and police department apparatus shall have the right of way over every kind of traffic, whatsoever; and provided further, that fire apparatus shall have right of way over police apparatus.

(b) Traffic on north and south streets shall have the right of way over traffic on all east and west streets, except on Washington Street, and all boulevards as established by the Common Council and the Department of Park Commissioners of such city. Traffic on Massachusetts, Indiana, Kentucky and Virginia Avenues shall have the right of way over all traffic on other streets.

(c) On East New York Street from the Big Four Railroad Tracks to Emerson Avenue, east and west traffic shall have the right of way over north and south traffic.

(d) At street intersections where Silent Policemen are placed, such vehicles entering such intersections shall not cross the center of such intersecting street, if at such time, another vehicle is approaching from its right and about to cross its path, and is at a point within three (3) feet of such intersection. Such vehicle at the right shall have the right of way over such other vehicle.

(e) The driver of any vehicle on the approach of any fire or police apparatus shall immediately drive said vehicle to the curb at the right hand of the driver and stop such vehicles until such apparatus is passed. Street cars, upon the approach of such fire or police apparatus shall be stopped immediately, if between street intersections. The driver of any vehicle shall not enter any street intersection, if any fire or police apparatus is approaching such street intersection, within a distance of three hundred (300) feet.

Sec. 5. PARKING. The parking of vehicles on the streets and public places within the City of Indianapolis shall be permitted as follows:

(a) In the Congested District outside of the Limited District, no vehicle shall be parked for a continuous period of more than one and one-half ($1\frac{1}{2}$) hours, between the hours of 9:30 A. M. and 6:30 P. M.

(b) On the Circle no vehicle shall be parked longer than a continuous period of two (2) hours, between the hours of 9:30 A. M. and 6:30 P. M.

(c) On Meridian Street from Washington Street to Maryland Street, on Market Street from Pennsylvania Street to Delaware Street, on Kentucky Avenue, from Washington Street to Maryland Street, no vehicles shall be parked at the curbing for a period of more than fifteen (15) minutes, between the hours of 7:00 A. M. and 6:30 P. M.

(d) In the Limited District between the hours of 5:00 P. M. and 6:30 P. M. no vehicle shall be parked for a continuous length of time exceeding fifteen (15) minutes.

(e) In the Limited District between 9:00 A. M. and 5:00 P. M. no vehicle shall be parked for a continuous length of time exceeding forty-five (45) minutes.

(f) On Washington Street, from Alabama Street to Senate Avenue, vehicles shall be parked at an angle of forty-five degrees.

(g) On the east side of Senate Avenue and the south side of Ohio Street, bounding the State House, vehicles shall be parked at an angle of forty-five (45) degrees.

(h) On Washington, Market, Delaware and Alabama Streets, wherein the same bounds the Marion County Court House, except during such hours when the East Market of the City of Indianapolis shall be open, vehicles may be parked for an unlimited amount of time; all such vehicles on Market Street, between Delaware and Alabama Streets, shall be parked at an angle of forty-five (45) degrees.

(i) During such hours as the East Market of the City of Indianapolis shall be open, vehicles shall be parked at right angles with the curbing in such a manner that both front wheels of such vehicles, if any, will touch such curbing, as follows:

Both sides of Market Street, from Delaware Street to Alabama Street.

The north side of Washington Street from Delaware Street to Alabama Street.

The east side of Delaware Street, from Washington Street to Wabash Street.

The west side of Alabama Street, from Washington Street to Wabash Street.

(j) On the Circle, no vehicle shall stop or be parked at or near the curbing of the street immediately next to and bordering the Monument; on the outer or outside of the Circle, vehicles shall be parked at right angles with both front wheels touching the curb.

(k) No vehicles shall be parked at any time within the Congested District in Pearl, Court and Wabash Streets, or in any alley therein.

(d) No vehicle shall be parked, nor permitted to stop within fifteen (15) feet of any fire hydrant.

(m) Between the hours of 6:30 P. M. and 9:00 A. M. there shall be no limitations as to the duration of time in which a vehicle shall be parked.

(n) All vehicles within such city shall be parked flat against the right hand curb within six (6) inches thereof unless otherwise herein provided.

(o) In these places in the Congested District where flat parking is required by this ordinance, parking spaces of eighteen (18) feet in length are hereby created along the street curbing in the roadway adjoining such curbing.

On all north and south streets therein, beginning at the first point where parking is permitted north of any intersecting street or alley, each consecutive space of eighteen (18) feet in the roadway adjoining the curbing is hereby declared to be a parking space.

On all east and west streets therein, beginning at the first point where parking is permitted east of any intersecting street or alley, each consecutive space of eighteen (18) feet in the roadway adjoining the curbing is hereby declared to be a parking space.

On Massachusetts and Indiana Avenues therein, beginning at the first point where parking is permitted north of any intersecting street or alley, each consecutive space of eighteen (18) feet in the roadway adjoining the curbing is hereby declared to be a parking space.

On Kentucky and Virginia Avenues therein, beginning at the first point where parking is permitted south of any intersecting street or alley, each consecutive space of eighteen (18) feet in the roadway adjoining the curbing is hereby declared to be a parking space.

The Board of Public Safety shall by distinctive lines or other sign, mark off such parking spaces so that each such parking space shall be visible and easily seen.

Vehicles shall be parked in such parking space so that the center or middle point (from end to end) of such vehicle shall be in the center or middle point (from end to end) of such parking space.

(p) On Market Street, from Pennsylvania Street to Delaware Street, in the center part thereof, vehicles may be parked, but such parking shall be at an angle of forty-five (45) degrees. On Kentucky Avenue, from Washington Street to Maryland Street, vehicles may be parked in the center thereof, but such vehicles shall be parked at an angle of forty-five (45) degrees.

Sec. 6. SAFETY ZONES.

(a) For the purpose of protecting the life and limb of pedestrians and passengers alighting from, or boarding street cars, at each corner in the Congested District, the Board of Public Safety of the City of Indianapolis, may establish safety zones, which shall be marked off and indicated by painted lines, standards, discs, or loading platforms, and it shall be unlawful for the driver of any vehicle to driver over, or into such safety zone, or any such painted line, standard, disc or loading platform, at any time.

(b) No vehicle shall remain stationary in that part of the street parallel to any such safety zone or within forty (40) feet thereof on such streets where angle parking is lawful and twenty (20) feet from the end thereof on all other streets, except upon signal of the traffic officer directing the traffic at such place.

Sec. 7. RIGHT HAND TURNS.

Street cars and all other vehicles desiring to turn to the right at crossings, must follow the directions as indicated by the traffic officer at such crossings, which traffic officer may give such directions by the use of the semaphore, voice or signal.

Sec. 8. LEFT HAND TURNS.

(a) No vehicle shall be turned to its left for the purpose of turning around in any street or for turning into another street at any of the following corners within such city, during the hours any traffic policeman is on duty at any such corners:

Washington and Illinois Streets.

Washington and Meridian Streets.

Washington and Pennsylvania Streets.

Ohio and Pennsylvania Streets.

Ohio and Meridian Streets.

Ohio and Illinois Streets.

Illinois and Market Streets.

Pennsylvania and Market Streets.

Meridian and Maryland Streets.

(b) All vehicles entering the Circle shall turn to the right and all traffic therein shall proceed in one direction, namely, counter-clockwise as, from south to north-east, from east to north-west, from north to south-west and from west to south-east.

Sec. 9. (a) On Massachusetts Avenue, at Ohio Street, vehicles shall move west with the west bound traffic.

(b) On Indiana Avenue, at Illinois Street, south bound vehicles shall move south with south bound traffic in Illinois Street.

(c) On Virginia Avenue, at Pennsylvania Street, north bound vehicles shall move north with the north bound traffic in Pennsylvania Street.

(d) On Kentucky Avenue, at Washington Street, north bound vehicles shall move east with east bound traffic in Washington Street.

(e) On Massachusetts, Indiana, Kentucky and Virginia Avenues, except as otherwise herein provided, all vehicles shall be governed as to the direction in which they move at crossings, by the signals of police officers, and the indications of three-way semaphores,

Sec. 10. ONE WAY STREET.

(a) In the Congested District, in Wabash, Court, Pearl, Muskeegon and Chesapeake Streets, all vehicles shall move in one direction only, entering from the north and proceeding to the south, or entering from the east and proceeding toward the west.

(b) In all north and south alleys in the Congested District vehicles shall enter from the north and proceed to the south. In all east and west alleys in the Congested District, vehicles shall enter from the east and proceed toward the west.

Sec. 11. LOADING AND UNLOADING PASSENGERS.

Taxicabs and all other vehicles, except street cars, must load or unload passengers at a point in the street at the curbing, and in no other place, and in no instance shall such loading or unloading occur within five (5) feet of any street or alley intersection.

Sec. 12. OFFICERS' SIGNALS.

Traffic officers stationed at street intersections within the Congested District shall direct the movement of all vehicles within such street intersection by the use of a semaphore or other signal. In case such signal consists of a whistle, such officer shall give one (1) blast of the whistle, which shall indicate that traffic shall move north and south; two (2) blasts of such whistle shall indicate that traffic shall move east and west. At any intersection where Massachusetts, Indiana, Kentucky or Virginia Avenues intersect, such traffic shall move, in case of such signal, by three (3) blasts of the whistle, unless otherwise herein provided. A series of short blasts of such whistle shall indicate danger. Traffic shall move only in the direction and when indicated by such signals or by signal displayed as a semaphore and operated by traffic or other police officer, indicating the direction in which traffic is to move. This provision shall govern the movement of all vehicles and all street and interurban cars.

Sec. 13. DRIVERS AND PEDESTRIANS, SIGNALS.

All drivers and pedestrians must at all times comply with any direction given by voice, hand or other means by any member of the police or fire force as to stopping, starting, approaching or departing from any place, the manner of taking up and setting down passengers and loading or unloading goods.

Sec. 14. PEDESTRIANS.

All pedestrians crossing streets at street intersections in the Congested District shall cross at right angles and shall not cross diagonally at such intersections. Such pedestrians shall cross only on the signal of the traffic officer, if one is stationed at such crossing, and shall move only in the same direction as the traffic.

Sec. 15. TAXICAB STANDS.

(a) No taxicab shall park at any place within the Congested District, except in the following two places:

1. For a continuous space of one hundred and fifty (150) feet of the south-west end of the first block of Kentucky Avenue, south of Washington Street, in center of said Kentucky Avenue.

2. For a continuous space of one hundred and fifty (150) feet at the east end of Market Street, between Pennsylvania Street and Delaware Street, in the center thereof.

(b) On the north side of Jackson Place, between Illinois Street and McCrea Street, no vehicle shall be parked at any time, except taxicabs; provided, however, that all such taxicabs therein, shall be parked at a right angle with the curbing of such street, with the rear of such machine parked flat against such curbing, and provided further, that no such taxicab shall be parked within fifty (50) feet of the east curb line of Illinois Street or the west curb line of McCrea Street.

Sec. 16. TRAFFIC IN VICINITY OF UNION STATION.

(a) All vehicles in McCrea Street, from Georgia Street to Louisiana Street, shall move in one direction only, entering from the north and proceeding to the south.

(b) In Louisiana Street, from McCrea Street to Meridian Street, all vehicles shall move in one direction only, entering from the west and proceeding to the east.

Sec. 17. COMMERCIAL DELIVERY VEHICLES.

(a) On all streets, alleys and public places, commercial delivery and slow moving vehicles shall be operated within one (1) foot of the right hand curb of such street, unless prevented from doing so by other vehicles at or near such curb.

(b) No commercial delivery vehicle shall be operated within the Congested District on Washington, Market, Ohio, Pennsylvania, Meridian or Illinois Streets, except to haul loads over said streets, to be delivered within such Congested District, or to haul any load from a point within such Congested District to some other point inside or outside of such Congested District, provided, however, that in any such case such vehicle shall be driven over the shortest route within such Congested District.

Sec. 18. (a) No vehicle shall be driven upon any street so loaded or constructed as to prevent the driver thereof from having a clear view of the traffic on both sides of such vehicle.

(b) No vehicle shall be operated in or upon any such street or other public place, if either such vehicle or its load or the contents thereof make a loud or unusual noise.

(c) No vehicle shall be driven or maintained upon the streets or public places of such city containing any material or load projecting a distance of more than five (5) feet from the rear end of such vehicle, unless the same shall be provided with a signal as herein provided. From the hours of thirty minutes after sunset to thirty minutes before sunrise, such vehicle shall have attached to the rear end of such load,

a red light of sufficient rays to be visible a distance of two hundred (200) feet, and if in the day time, such signal shall be a red flag in place of such red light.

Sec. 19. All horse drawn vehicles shall maintain a lighted light on the front, rear or each side thereof, casting a ray of light visible for a distance of two hundred (200) feet, while such vehicle is in or upon any street, alley or other public place in such city during the period of one-half hour after sunset and one-half hour before sunrise.

Sec. 20. TOWING VEHICLE.

No vehicle shall tow another vehicle in or upon any street or public place, unless such vehicles are operated at a distance of less than eighteen (18) feet apart. If such vehicle is being towed at any time between one-half hour after sunset and one-half hour before sunrise, such vehicle being towed shall maintain lights on both sides and the rear thereof, visible in the rear, and on both sides, for a distance of at least two hundred (200) feet.

Sec. 21. TRAILERS.

(a) Not more than one (1) vehicle without motive power, commonly called a trailer, may be attached to another vehicle having motive power.

(b) The trailer shall be attached to any vehicle in such manner as to leave more space than five (5) feet between the rear line of the body of the front vehicle and the front of the body of such trailer.

(c) Every vehicle used as a trailer shall be subject to all the provisions of ordinances relating to licenses and lights for the vehicle to which it is attached.

(d) Provided, however, that this section shall not apply to any vehicle or trailer operated by the City of Indianapolis.

Sec. 22. AGE OF DRIVER.

No one under sixteen (16) years of age shall be permitted to drive any motor vehicle, and no one under fourteen (14) years of age shall be permitted to drive any horse-drawn vehicle.

Sec. 23. OWNER PERMITTING CHILD TO DRIVE.

It shall be unlawful for the owner of any motor vehicle or motor bicycle to permit the same to be driven by any person under sixteen (16) years of age and it shall be unlawful for the owner of any horse-drawn vehicle to permit the same to be driven by any person under the age of fourteen (14) years.

Sec. 24. HANGING ON VEHICLE.

No one shall ride upon, hold to or hang upon any vehicle, in such manner that his body or any part of it shall protrude beyond the limits of the vehicle.

Sec. 25. SMOKE AND VAPOR.

No vehicle shall be operated in or upon any street, alley or other public place within such city when the same emits smoke or offensive vapors.

Sec. 26. There is hereby created and established a zone of quiet in all territory embraced in a distance of two hundred and fifty (250) feet from the premises of every hospital in such city. The Board of Public Safety may place at some conspicuous place in said street, within such radius of two hundred and fifty (250) feet, a sign or placard containing the following words, "Zone of Quiet." No person or vehicle shall make any loud or unusual noise, sound or music within or upon any of the streets, alleys or public places within any such Quiet Zone, and making the same is hereby declared to be a nuisance.

Sec. 27. STREET CAR REGULATIONS.

(a) Street cars shall have the right of way over all other traffic except as herein otherwise provided, between cross streets. In case any vehicle or person shall be in or upon any track over which an approaching street car is traveling, the operator of such street car shall signal the driver of such vehicle, or such pedestrian, to get out of such track by gong, and upon such signal, it shall be the duty, as soon as practicable, for such driver of such vehicle or such pedestrian, to turn out of such track.

(b) The operator of every street car, when the same is exceeding the rate of speed of eight (8) miles per hour, shall not operate the same except at a distance of more than two hundred (200) feet from any other street car on the same track, and when such street car is being operated at a speed not exceeding eight (8) miles per hour, or when such street car is stopped during blockades or otherwise, a clear space of not less than ten (10) feet shall be kept between such street car and any other street car on the same track, provided, however, that this provision shall not apply in case two or more street cars or trailers are attached together, or about to be attached together for the purpose of the same being operated while connected with each other.

(c) City street cars and interurban cars shall not be operated at any place within such city at a greater rate of speed than twenty-five (25) miles per hour, outside of the Congested District, and not exceeding ten (10) miles within the Congested District.

(d) Street and interurban cars shall stop at the near side of street crossings.

Sec. 28. It is hereby made the duty of every person, firm or corporation, operating any vehicle within such city, or causing or permitting the use or operation of any such vehicle, to comply with all the provisions of this ordinance.

Any person, firm or corporation violating any of the provisions of this ordinance shall, upon conviction, be fined in any sum not exceeding three hundred dollars (\$300) to which may be added imprisonment, not exceeding one hundred and eighty (180) days.

Sec. 29. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Sec. 30. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

Which was read a first time and referred to a Committee of the Whole.

President Peake appointed Councilman Russell Willson Chairman of the Committee of the Whole.

By Mr. Schmidt:

GENERAL ORDINANCE NO. 38, 1919.

AN ORDINANCE fixing compensation for certain appointees and employees under the City Judge, amending General Ordinance No. 17, 1919, appropriating \$325.00 to the salary fund of the City Judge under the Department of Finance; repealing parts of ordinances conflicting herewith and providing a time for the taking effect of this ordinance.

Be It Ordained by the Common Council of the City of Indianapolis, Indiana.

Section 1. That the last line of Section 1 of General Ordinance No. 17, 1919, be and the same is hereby amended to read as follows: The stenographer to the City Judge, \$150.00 per month.

Sec. 2. That there be and is hereby appropriated the additional sum of three hundred and twenty-five (\$325.00) dollars, for the year 1919, to the salary fund of the City Judge, under the Department of Finance.

Sec. 3. That all ordinances and parts of ordinances in conflict herewith are hereby repealed from and after the date of the taking effect of this ordinance.

Sec. 4. This ordinance shall be in full force and effect from and after July 1, 1919.

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

By Mr. Furniss:

GENERAL ORDINANCE NO. 39, 1919.

AN ORDINANCE amending Sections 14, 14-a, and repealing Section 17 of General Ordinance No. 24, 1918.

Be It Ordained, By the Common Council of the City of Indianapolis, Indiana.

Section 1. That Section Fourteen (14) of General Ordinance No. 24, 1918, be amended to read as follows: Section 14—It shall be unlawful for any person, firm or corporation to erect or construct any bill-board or sign-board in any square on any public street in which one-half of the buildings on both sides of such square are used exclusively for residence purposes, without the Commissioner of Buildings having first given notice to the resident owners and the occupants of the property fronting on both sides of the square of such street of the intention to erect or construct such bill-board or sign-board. Such notice shall be a fifteen days' notice and shall be by registered letter with a return receipt requested, the expense of which shall be paid by the applicant. Such notice shall contain a copy of this section. If a majority of the resident owners and the occupants of such property do not protest in writing to the Commissioner of Buildings against the proposed erection or construction of such bill-board or sign-board before the expiration of such fifteen days' notice then such bill-board or sign-board may be erected or constructed according to the provisions of such General Ordinance No. 24, 1918. If a majority of such residents or occupants do protest in writing and such written protest is filed with the Commissioner of Buildings within said fifteen days, said Commissioner shall refuse permission for the erection thereof.

Sec. 2. That Section 14-a of General Ordinance No. 24, 1918, be amended to read as follows: "Section 14-a": Any bill-board or sign-board which has been erected for a period of one year or more in any square on any public street in the city of Indianapolis, Indiana, shall be removed by the owner thereof within thirty days from the time

of receipt of a notice from the Commissioner of Buildings that a majority of the householders or owners of real estate in such square have signed and filed in his office a written request for the removal of such sign-boards or bill-boards. It is hereby made the duty of such Commissioner of Buildings to immediately notify such owners of such sign-board or bill-board upon receiving such written request as above stated.

Sec. 3. That Section 17 of General Ordinance No. 24, 1918, be, and the same is hereby repealed.

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

Sec. 5. This ordinance shall be in full force and effect from and after its passage and publication as required by law.

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

INTRODUCTION OF MISCELLANEOUS BUSINESS.

By Mr. Brown:

RESOLUTION NO. 7, 1919.

RESOLVED, That the Common Council of this city hereby protests against the closing of South Alabama Street. We feel that the closing of this street will seriously inconvenience our citizens.

J. P. BROWN,
W. B. PEAKE,
J. E. MILLER,
LEE J. KIRSCH,
S. A. FURNISS,
O. B. PETTIJOHN,
G. G. SCHMIDT,
RUSSELL WILLSON,

Committee.

Mr. Brown moved that the rules be suspended and Resolution No. 7, 1919, be adopted.

The rules were suspended by the following vote:

Ayes, 8, viz.: Messrs. Brown, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

By Mr. Willson:

Mr. President—I move that Resolution No. 7, 1919, be amended by adding: Resolved, Further that a copy of this resolution be sent to the Board of Public Works and the City Civil Engineer.

RUSSELL WILLSON,
Councilman, Second District.

Which motion carried.

Mr. Brown moved that Resolution No. 7, 1919, be adopted as amended.

The roll was called and Resolution No. 7, 1919, was adopted by the following vote:

Ayes, 8, viz.: Messrs. Brown, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Schmidt stated that he had visited Mr. Carnefix, who has been seriously ill, and that Mr. Carnefix was getting along nicely and was now able to have visitors.

By Mr. Schmidt:

Mr. President: I move that a committee of three members be appointed to determine just what powers the Common Council has in matters pertaining to the Market House and its maintenance.

Which motion carried.

President Peake appointed the following committee to investigate this matter:

Messrs.: Schmidt, Brown and Miller.

ORDINANCES ON SECOND READING.

Mr. Schmidt called for Appropriation Ordinance No. 18, 1919, for second reading. It was read a second time.

Mr. Schmidt moved that Appropriation Ordinance No. 18, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 18, 1919, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Brown, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Schmidt called for Appropriation Ordinance No. 19, 1919, for second reading. It was read a second time.

Mr. Schmidt moved that Appropriation Ordinance No. 19, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 19, 1919, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Brown, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Schmidt called for Appropriation Ordinance No. 20, 1919, for second reading. It was read a second time.

Mr. Schmidt moved that Appropriation Ordinance No. 20, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 20, 1919, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Brown, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Schmidt called for General Ordinance No. 27, 1919, for second reading. It was read a second time.

Mr. Schmidt moved that General Ordinance No. 27, 1919,

be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 27, 1919, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Brown, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Schmidt called for General Ordinance No. 28, 1919, for second reading. It was read a second time.

Mr. Willson moved that General Ordinance No. 28, 1919, be amended as recommended by the Committee. Carried.

Mr. Schmidt moved that General Ordinance No. 28, 1919, be ordered engrossed, as amended, read a third time and placed upon its passage. Carried.

General Ordinance No. 28, 1919, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Brown, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Miller called for General Ordinance No. 30, 1919, for second reading. It was read a second time.

Mr. Miller moved that General Ordinance No. 30, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 30, 1919, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Brown, Furniss, Kirsch, Miller, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

Mr. Willson called for General Ordinance No. 29, 1919, for second reading. It was read a second time.

Mr. Willson moved that General Ordinance No. 29, 1919, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 29, 1919, was read a third time and passed by the following vote:

Ayes, 7, viz.: Messrs. Brown, Furniss, Kirsch, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

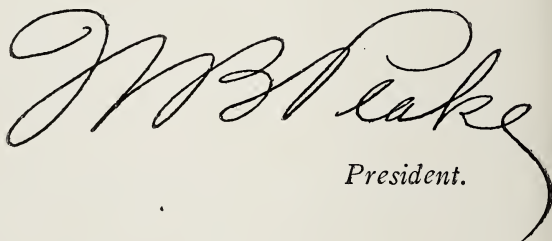
Mr. Furniss called for General Ordinance No. 31, 1919, for second reading. It was read a second time.

Mr. Furniss moved that General Ordinance No. 31, 1919, be stricken from the files.

The roll was called and General Ordinance No. 31, 1919, was stricken from the files by the following vote:

Ayes, 7, viz.: Messrs. Brown, Furniss, Kirsch, Pettijohn, Schmidt, Willson and President Wm. B. Peake.

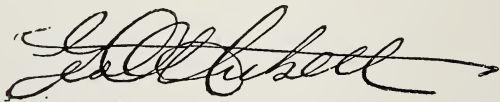
On motion of Mr. Willson the Common Council at 9:12 o'clock p. m. adjourned.



W. B. Peake

President.

Attest:



City Clerk.