

REGULAR MEETING.

COUNCIL CHAMBER, CITY OF INDIANAPOLIS, IND.,

MONDAY, June 5, 1916.

The Common Council of the City of Indianapolis met in the Council Chamber, Monday evening, June 5, 1916, at 7:30 o'clock in regular session, President Edward P. Barry in the chair.

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

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

COMMUNICATIONS FROM THE MAYOR.

INDIANAPOLIS, IND., May 25, 1916.

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

To the President and Members of the Common Council, Indianapolis, Ind.:

GENTLEMEN—I hereby submit my report of the affairs of the City of Indianapolis for the year ending December 31, 1915, together with the reports from the various departments of the city.

In the year 1915 some of the great public improvements which were begun in the early part of this administration have been practically completed, and other great improvements have been inaugurated which at this writing are also near completion.

The work done by the various departments of the city government during the year 1915 has never been equaled in any other year of the city's history, and while it is not possible at this time to enumerate all the things done, I call your special attention to a few of them.

FINANCES.

The close of the year 1915, after all expenses and obligations of every kind had been fully paid, left a net cash balance in the city treasury of \$15,675.05. This balance is left in the treasury notwithstanding the fact that during the year, on account of the tremendous amount of public improvements made, and the natural growth of the city, an increase in the working forces of the city was necessary, fifty men being added to the Police Force, and thirty additional men were necessary in the Fire Department on account of the building and establishing of additional engine houses. The increase in the Police and Fire Departments alone caused an increase in salaries in the last half of the year 1915 to the amount of \$36,965.50. Yet the affairs of the city were so managed as to meet all of this expenditure and leave the above named balance in the treasury. This was true notwithstanding the fact that the tax rate for 1915 was the same as that of 1914, the tax rate for 1914 having been fixed by the Shank administration and was supposed to be wholly inadequate to meet the necessary needs of the city.

CITY'S INCOME AND TEMPORARY LOANS.

On account of the fact that the city's income is principally from the May and November payment of taxes, it was necessary to make temporary loans to carry the city over the period from January 1 until the May taxes were paid and from July 1 until the November taxes were paid. But the city's business was conducted along such business lines that at the end of the year 1915 all temporary loans had been paid, together with all outstanding current obligations for the maintenance of the various departments of the city government, with a net cash balance in the city treasury of \$15,675.05, as above stated.

CITY'S FINANCIAL CREDIT.

No city in the United States has better credit than Indianapolis. During the past year in the making of temporary loans the city was able to borrow money at a rate of interest less than 2 per cent. per annum. That the financial credit of the city is the very best is shown by the fact that practically all bonds and temporary loans have been taken by our local banks.

No city in the country of the class to which Indianapolis belongs has so small a debt; no other city of its class has as small temporary loans; no other city of its class has so low a tax rate, and this is true notwithstanding the fact that our tax rate is based upon an average assessment in the valuation of property of about 50 cents on the dollar.

DEPARTMENT OF PUBLIC SAFETY.

This department continued during the year to maintain a high standard of efficiency in both the Police and Fire Departments.

POLICE DEPARTMENT.

The Police Department, under the management of Chief of Police Perrott, is now so organized that the discipline maintained therein and the efficiency of the police officers are not surpassed anywhere. As a result of the splendid work done by the Police Department less crime is committed here, a greater percentage of property stolen is recovered, great crowds are handled with less accidents and less confusion, and Indianapolis is visited by a less number of criminals than any other city of its size in the United States. The great executive ability of Chief Perrott in the management of the Police Department impresses upon every person who comes in contact with the work of the department the fact that the best business methods are used in the performance of police duties in this city. A vicious afternoon newspaper has sought in every possible way to interfere with the work of Chief Perrott, but the fair-minded citizens of Indianapolis, and especially the business men of the city, recognize the splendid work done by the Police Department.

NO LABOR TROUBLE.

At the commencement of this administration the labor situation in Indianapolis presented an extremely difficult problem to handle on account of the bitter feeling growing out of the late street car and teamsters' strikes. Chief Perrott is entitled to the greatest credit for the manner in which he has handled this matter, as the result of which Indianapolis is practically free from labor controversies, being especially free from strikes in which any attempt at violence was resorted to. As the result of his method almost perfect harmony prevails among all classes of labor and their employers in this city.

TRAFFIC REGULATION.

During the year a new method of handling the traffic in the downtown districts has been established. Safety zones are located near the street car tracks, where persons waiting for cars can stand in safety. In this manner the automobile and other vehicle traffic is left free to use that part of the

street outside of the safety zone. The traffic rules and methods adopted in the city during the past year were greatly in advance of anything found in other cities. These methods have proven so practical and satisfactory that they are being adopted by many of the other cities of the country.

In the June issue of the American Magazine is found an article written by Frederick Upham Adams commending the Indianapolis method for handling traffic. Concerning the Indianapolis method of handling traffic he says:

“WHAT SHALL BE DONE WITH PEDESTRIANS?”

“It is not so easy to suggest a remedy for the intrusion of the foot passenger on street spaces which should be reserved exclusively for vehicular traffic. * * *

“As near as I can ascertain, Indianapolis has the credit for taking the initial steps in the United States in this direction. In all the congested districts of that city the pedestrian is forced by municipal regulations to cooperate with the drivers of vehicles and with the police in expediting the movement of this traffic and preventing injury to life and limb. The pedestrian is privileged to cross these streets at the legally designated places only, and these places are marked and properly guarded. If he crosses at any other place he is arrested.

“Detroit and Cleveland are moving in the same direction. It is reasonable to expect that other cities will follow this initiative.

“There should be an immediate and widespread imitation of the example set by Indianapolis.”

FIRE DEPARTMENT.

During the year an unusually high standard of efficiency has been maintained in the Fire Department, as the result of which the splendid record made by Chief Johnson, which has resulted in the prevention of all disastrous fires in this administration, has been continued. It is remarkable to think that in a city of practically 300,000 population during a period of two years not a single disastrous fire has occurred.

The work of the Fire Department in 1915 shows a great reduction in the loss of property from fire when compared with the loss of 1914. In 1914 the loss by fire was practically \$750,000, while in 1915 the loss is less than one-half that amount, being estimated at \$340,297.

CITY MARKET.

At the beginning of this administration the City Market was in a thoroughly demoralized condition. Lack of repair was apparent everywhere. The outgoing city administration had engaged in bitter controversies with many of the standholders. Much litigation was pending, and the delinquent unpaid rents of the standholders amounted to about \$16,000, which was more than 50 per cent. of the rental ever collected by the preceding administration in any one year.

At the beginning of my administration I directed the Board of Public Safety to proceed at once in an effort to collect the delinquent rents, and also directed the Legal Department to take immediate steps for the settlement of pending litigation. As the result of this combined effort all of the \$16,000 of delinquent rents were collected, \$4,000 being collected by the Legal Department through settlement of lawsuits then pending, while the remaining \$12,000 of delinquent market rentals was collected through the efforts of the members of the Board of Safety and Market Master.

NO RENTALS NOW DELINQUENT.

At the close of the year 1915 only \$300 of delinquent rentals were outstanding, and at this writing all this has been collected, so that none of the

rentals from the City Market for the year 1915 remains uncollected.

A comparison of the amounts collected from the City Market during the four years of the preceding administration with the two years of this administration becomes interesting, and shows that at least better business methods have prevailed in the last two years than under the preceding administration.

MARKET RENTALS COLLECTED UNDER FORMER ADMINISTRATION.

Collected in year 1910-----	\$24,644.15
1911-----	20,611.85
1912-----	19,047.93
1913-----	23,897.17
	<hr/>
	\$88,201.10

MARKET RENTALS COLLECTED UNDER PRESENT ADMINISTRATION.

Collected in year 1914-----	\$44,515.46
1915-----	32,325.65
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	\$76,841.11

Nearly \$8,000 more in market rentals was collected in 1915 than was collected in any year of the preceding administration.

This amount of money was collected notwithstanding the fact that there has been no increase in rent for stands, but in many instances there has been a reduction in the rentals for stands upon the Market.

MARKET LIGHTING.

During the year the old gas lamps were removed from the Market, and lighting is now done by electricity under the new lighting contract.

REFRIGERATION PLANT.

A settlement was made of the controversy existing between the standholders and the owners of the refrigeration plant which the former administration attempted to install. This refrigeration plant has now been put in proper condition and is giving perfect service to the standholders.

The business methods adopted by the Board of Public Safety and the Market Master in dealing with the Market situation of this city have resulted in a general cleaning up of practically all objectionable features connected with the Market, and have placed the Market upon a basis that gives general satisfaction to all patrons thereof.

HEALTH DEPARTMENT.

The record made by the Health Department last year was most excellent. The income of this department is practically the same each year, being fixed by State statute. The two new hospital units erected by reason of the Burdsal gift were added to the City Hospital last year, almost doubling its capacity. This required a necessary increase in the number of employes and an additional maintenance expense. An increase was also made in the sanitary inspection force. Notwithstanding this large increase in the work of this department, its affairs were handled along such good business lines that at the close of the year, with all bills paid, there was a balance in the treasury to the credit of the Health Department of \$28,659.12.

As the result of the splendid work of this department the death rate from typhoid fever during the year 1915 was the lowest in the history of the city.

RECREATION DEPARTMENT.

A high standard of efficiency has been maintained in the Recreation Department, which established playgrounds, swimming pools and recreation centers in many parts of the city. The public is coming more and more to a realization of the benefits derived from this department.

PARK DEPARTMENT.

The general work of the Park Department was continued throughout the year along lines which have heretofore prevailed in the management of that department.

On account of the lack of harmony and co-operation between that department and other departments of the city administration, it became necessary to remove three members of the Board of Park Commissioners. The Board had become so out of harmony with the administration that three of the members thereof caused an article to be published in an opposition newspaper of the city criticising other departments of the city government. Following the publication of this article, I demanded the resignation of the three commissioners signing the same. While the publication of this article was the final act which resulted in the removal of the commissioners, the thing which principally influenced me in reaching my decision to remove them was the lack of efficiency in the management of the department. The affairs of the department had become so disorganized that everything was dominated by one member of the Board. His lack of business methods in handling the work of the department resulted in complete demoralization in practically all public work therein. As the result of his unbusinesslike methods scarcely anything was completed in any branch of the work carried on by the Park Department. Scattered patchwork methods were pursued everywhere, without any well-defined plan for the completion of anything.

Upon the removal of these three members I appointed in their places three business men of the city, namely, Charles E. Coffin, Samuel E. Rauh and Fred C. Gardner, all of whom have been prominently identified with the business growth of Indianapolis. As the result of the reorganization of the Park Board it has become a part of the working force of the city administration, with City Engineer Jeup in charge of the engineering work in that department. At this writing, although this new Board has been in control only five months, more practical work has been done, more contracts have been let, and more work carried toward an early completion than was accomplished in the two last years of the former Board. The practical business methods followed by the present Board of Park Commissioners will show great results during the year 1916, being the first year of their management.

LEGAL DEPARTMENT.

The work of this department has been extremely heavy during the year. Among the many important matters dealt with, perhaps the most important is that concerning a readjustment of the water rates of the city.

Under the present policy of this administration all legal matters of all departments are under the Legal Department proper. Separate departments will no longer employ attorneys independent of the Legal Department.

DEPARTMENT OF PUBLIC WORKS.

The members of the Board of Public Works have been most vigilant in their care of the public interests. Practically all of their time is given to the work of the department. No Board of any previous administration ever gave such constant attention to the city's work.

The work of this department during the year has been a continuation of the great work begun in 1914. The great Pogue's Run drain is now practically completed, by which the unsightly and unsanitary Pogue's Run in the central portion of the city is forever hidden.

TRACK ELEVATION.

Track elevation problems have been solved to the end that the freight houses and depots remain at their present locations and our main streets are maintained at their natural level. Track elevation work has progressed to such an extent, with the completion of the abutment upon the east side of Meridian Street at the Union Depot, as to enable the public to realize that it is to be real track elevation, and not street depression.

CITY LIGHTING.

The new lighting system under the public lighting contract was installed and the lights turned on April 1, 1915, with the result that the public lighting of the city is almost perfect, while the saving of money to the city is far beyond that which was originally contemplated. At the end of the first year's operation under the lighting contract there were 3,789 lights in use. At the price provided in the old contract this number of lights would have cost the city per year the sum of \$238,728, while under the new contract the cost for the year was \$141,864, or a saving to the city of \$96,864 per annum. The number of lights used under this contract will increase from year to year, and, estimated upon this basis, the saving to the city under the new contract, as compared with the price paid under the old, will run far in excess of one million dollars.

STREET CLEANING DEPARTMENT.

The work of this department was greatly increased during the year by reason of the many miles of new permanently improved streets added in 1915. The length of the improved streets of the city cared for by this department was 274.83 miles. Such a high standard of efficiency was maintained in this department that the cost of cleaning was \$69.63 less per mile than under the preceding administration. Upon this basis the saving in this department, estimated upon the 274.83 miles of streets cleaned, amounted to \$19,136.41.

Superintendent Rochford has maintained an efficient repair system in this department, to the end that all equipment is at all times kept in practically first-class condition. This fact was especially commented upon by those who witnessed the display made by this department in the municipal parade held a few weeks ago.

STREET COMMISSIONER'S DEPARTMENT.

In the work of this department there has been a tremendous increase over the preceding year. Street Commissioner Bush has charge not only of the permanently improved streets, but also of the gravel streets and alleys of the city. In the repair of the asphalt streets of the city 83,116 square yards of asphalt were laid during the year. This work was done at a saving of 30 cents per square yard when compared with the cost per yard paid by the preceding administrations. This saving to the city amounted to \$24,934.

OILING THE STREETS.

The work of oiling the unimproved streets of the city was placed in the charge of the Street Commissioner's department, and has given such universal satisfaction that oiling of the streets is now universally demanded throughout the entire city. With the street once thoroughly oiled, it is not

only free from dust, but the oiled surface causes the water to drain off and not penetrate the gravel, thus keeping the street from being cut up by travel in time of rainy weather. Oiling the streets is not only of great value from the standpoint of health and comfort, but it results in great economy in the wearing of the street.

STREET IMPROVEMENTS.

More than 35 miles of new permanently improved streets were completed during the year. The improving of Kentucky Avenue was completed during the year, and in working out the plan one of the steam railroad tracks on the street was eliminated, while the remaining tracks were paved in connection with the other parts of the avenue. Many of the electric light and telephone poles have been removed from the street under the arrangement brought about between the public utilities corporations, where all combined in using one set of poles along this important avenue. This was one of the important improvements made during the year.

WIDENING INDIANA AVENUE.

During the year arrangement was also made for the widening and improvement of the roadway of Indiana Avenue, which will make this one of the broad thoroughfares leading directly to the northwestern portion of the city. It was also arranged for the continuation of the street car track upon Indiana Avenue, making the street car line continuous from Illinois Street to the end of the avenue. At this writing this improvement is now practically completed, which will enable a direct line of street car traffic leading to Riverside Park.

WIDENING MERIDIAN STREET.

Plans were also prepared for the widening of the roadway of Meridian Street from Sixteenth Street to Fall Creek. The travel upon this most important thoroughfare has become so congested that the narrow roadway in this portion of the city is wholly inadequate to meet the public need. A stubborn opposition has been presented by a part of the property owners upon this street, and the plans of the Department of Public Works for the widening have been fought in every possible way, and were finally carried to the court. However, at the present writing the court has upheld the action of the Board of Public Works in ordering the widening and resurfacing of this street, which work will be done by the time of the completion of the new bridge across Fall Creek in the early fall of 1916.

REROUTING OF STREET CARS.

At the beginning of this administration I promised that the routing of the street cars in the downtown district should be so worked out as to relieve the congested and almost intolerable condition that exists in the early hours of the morning and the late traffic at the end of the day. City Engineer Jeup has worked out a plan for the rerouting of the cars, which is to take effect June 15, 1916, the result of which will be to relieve the congested condition heretofore existing upon Washington Street, and the accommodations furnished by the street railway company in the downtown districts will be greatly extended. In the solution of this very difficult problem all credit is due City Engineer Jeup, who worked out the plan for the rerouting. This was done without one dollar of cost to the city, while the street railway company will be put to an expenditure of more than \$50 000 in working out the plan and building the new track to comply with the plan for rerouting the cars.

In other cities of the country where the problem of rerouting the street cars has been up for solution it has always been done at a tremendous cost to the city. Many experts were employed for the purpose of working out

the problem, at a cost of many thousands of dollars. The plan here for the rerouting of the street cars, which has been generally approved by practically all interests of the city, was worked out by City Engineer Jeup without a dollar of cost to the city. In working out the solution for this problem Mr. Jeup has given further evidence of the value of the wonderful service he is rendering the City of Indianapolis.

FLOOD PREVENTION.

One of the great works done by the Department of Public Works has been the building of the flood prevention levee and boulevard combined, running along the west side of White River from near the south end of Riverside Park to the southern limits of the city. Wonderful progress was made in this great work. The city was entirely helpless to proceed with the work until the Legislature of 1915 enacted a law authorizing the same. Immediately following the adjournment of the Legislature early in March of 1915, steps were taken for the commencement of this work, and so rapidly has it progressed that it is now at the present writing nearly completed, and will be entirely completed by the middle of the present summer. This levee not only insures absolute protection and safety to the homes of the thousands of people who live west of White River, but the surface of the levee, being 75 feet in width, is made a boulevard, which will constitute a beautiful river drive along the entire length of the levee, and will connect with the general boulevard system of the city. When completed this boulevard will be turned over to the Park Department and the land lying between the levee and the water line of the river beautified for park purposes, thus making White River one of the beautiful park attractions of the city.

In view of the fact that no other city located in the great flooded district of 1913 has yet secured and finally adopted plans for flood prevention, the work of City Engineer Jeup in so quickly planning and executing this great public work is really marvelous. I think but few citizens of Indianapolis really appreciate the magnitude of the flood prevention work done here. No one can comprehend the magnitude thereof without personal observation of the same, and every citizen of Indianapolis should avail himself of the earliest opportunity to see it.

SEWAGE DISPOSAL PLANT.

The need of a sewage disposal plant is recognized by every citizen who has given thought to the subject. There is no reason why the city should continue to dump all its filthy sewage into White River when there are now well-recognized methods of disposing of the sewage whereby the unsanitary condition produced from the casting of filthy sewage into the river can be entirely eliminated, and what is now a waste can be turned into a profitable industry in the manufacture of fertilizer.

Prior to the meeting of the last General Assembly City Engineer Jeup prepared a plan for sewage disposal, and a bill for the construction of a sewage disposal plant in the City of Indianapolis was presented to the General Assembly; but a narrow-minded Republican delegation of Representatives from Marion County thought it more important to play cheap politics by opposing and defeating this measure than they did to serve the people by favoring the passage thereof. If the Marion County delegation in the last House of Representatives had supported this measure, Indianapolis would to-day have practically completed a modern sewage disposal plant, and the unsightly and unsanitary dumping of sewage into White River would be practically at an end. As the result of the opposition of the Marion County members of the House of Representatives the waters of White River are still polluted with the sewage of the city.

GREAT PUBLIC SERVICE RENDERED BY CITY ENGINEER JEUP.

In working out the great problems that have been under the supervision of City Engineer Jeup, such as the building of the Pogue's Run drain, specifications for the new lighting contract, the solution of the track elevation problem, the construction of the flood levee and boulevard, the re-routing of the street cars, the extension of the sewer system and the paving of streets, together with a general supervision of public work, he has rendered a service to the public the value of which cannot be estimated.

There seems to be no limit to his genius and ability to accomplish practical results. The public improvements supervised by him during the two years of this administration have amounted to many millions of dollars, and in connection with all of this vast work not a single thing has been neglected, no mistakes made, and none of the bitter and contemptible opposition that has constantly worked night and day in this city to find something corrupt has been able to point to one single penny of graft.

GENERAL POLICY.

It has been the one purpose of this administration to redeem the pledges made upon which I was elected to the office of Mayor. In the transaction of all the city's business I have constantly endeavored to see that business methods were followed and efficient service rendered in all departments.

In order that the city's business may be placed upon a better and more businesslike basis, a Purchasing Agent for all departments has now been appointed, to the end that the expenditure of public money for supplies and equipment may be further safeguarded and more economical results obtained

Yours very truly,

J. E. BELL,
Mayor.

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., May 17, 1916.

To the President and Members of the Common Council, Indianapolis, Ind.:

GENTLEMEN—I have approved and signed General Ordinance No. 17, 1916, the same being an ordinance entitled "An ordinance ordering the Board of Public Works of the City of Indianapolis, Indiana, to improve Fairfield Avenue from the north property line of Thirty-fourth Street to the northwest property line of Woodland Avenue, except crossing of College Avenue, by paving the roadway with wooden block, asphalt, bituminous concrete, reinforced concrete or brick, as provided for under Improvement Resolution No. 8292."

I return the said ordinance herewith.

Yours very truly,

J. E. BELL,
Mayor.

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., May 23, 1916.

To the President and Members of the Common Council, Indianapolis, Ind.:

GENTLEMEN—I have approved and signed General Ordinance No. 11, 1916, the same being an ordinance entitled "An ordinance to provide for the granting and revocation of permits to milk dealers, to provide standards

for milk and milk products, to prohibit adulteration and misbranding of milk and milk products, to require the pasteurization of all milk except that produced, kept and handled under prescribed sanitary conditions, to provide that all pasteurized milk and milk products shall be placed and kept in tightly closed containers, and providing penalties."

I return the said ordinance herewith.

Yours very truly,
J. E. BELL,
Mayor.

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.
INDIANAPOLIS, IND., May 18, 1916.

To the President and Members of the Common Council, Indianapolis, Ind.:

GENTLEMEN—I have approved and signed the following ordinances:

1. General Ordinance No. 16, 1916, the same being an ordinance entitled "An ordinance ordering the Board of Public Works of the City of Indianapolis, Indiana, to improve Holmes Avenue from the north property line of Washington Street to the south track of the C., H. & D. Railroad, by paving the roadway with wooden block, asphalt, bituminous concrete or brick, and curbing the outer edges of the roadway, as provided for under Improvement Resolution No. 8268."

2. General Ordinance No. 21, 1916, the same being an ordinance entitled "An ordinance creating the office of Third Assistant Street Commissioner, and fixing the salary thereof."

3. Appropriation Ordinance No. 15, 1916, the same being an ordinance entitled "An ordinance appropriating \$5,000 to the Department of Public Works for Street Repairs, Permanently Improved Except Asphalt, Accounts, and fixing the time when the same shall take effect."

4. Special Ordinance No. 7, 1916, the same being an ordinance entitled "An ordinance changing the name of Pendergast Street to North Street and fixing the time when the same shall take effect and repealing all ordinances in conflict herewith."

I return the said ordinances herewith.

Yours very truly,
J. E. BELL,
Mayor.

REPORTS FROM CITY OFFICERS.

From City Controller:

FINANCE DEPARTMENT,
CITY OF INDIANAPOLIS.
INDIANAPOLIS, IND., June 5, 1916.

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

GENTLEMEN—I inclose herewith letter from the Board of Public Works asking an additional appropriation of \$8,000 for the Villa Avenue bridge over Pleasant Run.

I recommend the appropriation, and inclose ordinance providing for it.

Respectfully submitted,
J. P. DUNN,
City Controller.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., May 29, 1916.

Mr. Jacob P. Dunn, City Controller, Indianapolis, Ind.:

DEAR SIR—You are hereby requested to recommend to the Common Council the passage of an ordinance appropriating an additional sum of \$8,000 for the construction of the Villa Avenue bridge across Pleasant Run.

The original appropriation for this bridge was \$10,000, and contemplated steel base with concrete abutments and wooden flooring. As this bridge will connect the north and south sides of Pleasant Run Boulevard, it is desirable that the structure should be a concrete arch, conforming to general park and boulevard plans, and the low bid on such a structure is \$17,900, two other bids being submitted, one for \$20,896.73 and the other for \$22,953.

The structure as now designed is a reinforced concrete bridge, bush-hammered facing, cement sidewalks, with reinforced concrete railing and reinforced roadway on the bridge.

Very truly yours,
J. A. RINK,
E. L. ZIEGLER,
GEO. B. GASTON,
Board of Public Works.

From City Controller:

FINANCE DEPARTMENT,
CITY OF INDIANAPOLIS,
INDIANAPOLIS, IND., June 5, 1916.

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

GENTLEMEN—I inclose herewith letter from the Board of Public Works asking the transfer of \$2,000 from Flood, Repair and Relief to Sewer Construction and Repairs, Accounts.

I recommend the transfer, and inclose ordinance providing for it.

Respectfully submitted,
J. P. DUNN,
City Controller.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., June 5, 1916.

Mr. Jacob P. Dunn, City Controller, Indianapolis, Ind.:

DEAR SIR—I am directed by the Board of Public Works to request that you recommend to the Common Council the passage of an ordinance authorizing the transfer of \$2,000 from the Flood Repair and Relief fund to the fund for Sewer Construction and Repairs, Accounts.

Very truly yours,
JOSEPH P. TURK,
Clerk, Board of Public Works.

From City Controller :

FINANCE DEPARTMENT,
CITY OF INDIANAPOLIS.
INDIANAPOLIS, IND., June 5, 1916.

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

GENTLEMEN—I inclose herewith letter of the Board of Public Works requesting an appropriation of \$3,186.59 for payment of costs and allowances by the Circuit Court in the matter of the Central Avenue Sewer, and an appropriation of \$1,800 for compromise settlement with Martha N. McKay and others. I recommend these appropriations, and inclose ordinance providing for them.

Respectfully submitted,
J. P. DUNN,
City Controller.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., June 5, 1916.

Mr. Jacob P. Dunn, City Controller, Indianapolis, Ind.:

DEAR SIR—I am directed by the Board of Public Works to request that you recommend to the Common Council the passage of the following appropriation ordinances :

An ordinance appropriating the sum of \$3,186.59 to cover allowances by Marion Circuit Court to appraisers, attorneys, advertising, court costs and other expenses incident to the construction of Central Avenue Sewer, under Improvement Resolution No. 7908; and

An ordinance appropriating the sum of \$1,800 to effect compromise settlement with Martha N. McKay et al. in suit enjoining city from appropriating land condemned for the opening and extension of Thirty-fourth Street, from first alley east of Cornell Avenue to Fall Creek Boulevard, under Declaratory Resolution No. 7617.

Very truly yours,
JOSEPH P. TURK,
Clerk, Board of Public Works.

From the Board of Public Works :

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., June 5, 1916.

To the Honorable Common Council, City of Indianapolis:

GENTLEMEN—I am directed by the Board of Public Works to submit for your consideration and approval the following ordinances :

An ordinance amending Sections 5 and 6 of General Ordinance No. 27, 1915, fixing compensation of employes of the municipal garage;

An ordinance approving a certain contract entered into this day between the Board of Public Works and the Diamond Realty Company, wherein said company is granted permission to lay and maintain a switch from the Vincennes division of the Vandalia Railroad in Kentucky Avenue to the St. Louis division of the Vandalia Railroad in Gardner's Lane; and

An ordinance approving a certain contract entered into this day between the Board of Public Works and the Tripp Warehouse Company, wherein

said company is granted permission to lay and maintain a switch across New York Street west of Dickson Street, as shown more fully in accompanying blue print.

Blue print also accompanies Diamond Realty Company contract for switch in Kentucky Avenue.

Very truly yours,
 JOSEPH P. TURK,
Clerk, Board of Public Works.

REPORTS FROM STANDING COMMITTEES.

From the Committee on Finance:

INDIANAPOLIS, IND., June 5, 1916.

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, 1916, entitled "An ordinance appropriating \$470 for the salary of an additional stenographer for the Department of Law, and fixing the time when the same shall take effect," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

Respectfully submitted,

A. D. PORTER,
 JOHN F. CONNOR,
 FRANK GRAHAM,
 THOMAS C. LEE.

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

From the Committee on Public Works:

INDIANAPOLIS, IND., June 5, 1916.

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. 22, 1916, entitled "An ordinance ordering the Department of Public Parks of the City of Indianapolis, Indiana, to improve Pleasant Run Parkway-North Drive, from a point eight feet east of the east property line of Meridian Street to the P., C., C. & St. L. Railway subway, by grading and paving the sidewalk with cement, under Improvement Resolution No. 50, 1916, adopted March 23, 1916," beg leave

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

Respectfully submitted,

JOHN F. CONNOR,
FRANK GRAHAM,
W. T. YOUNG,
A. D. PORTER,
THOMAS C. LEE.

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

From the Committee on Public Works:

INDIANAPOLIS, IND., June 5, 1916.

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. 23, 1916, entitled "An ordinance approving a certain contract granting to the Riverside Coal Company the right to lay and maintain a sidetrack or switch across the first alley north of Twenty-ninth Street immediately east of the Canal of the Indianapolis Water Company and the C., C., C. & St. L. Railway, according to blue print attached, in the City of Indianapolis, Indiana," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

Respectfully submitted,

JOHN F. CONNOR,
W. T. YOUNG,
A. D. PORTER,
FRANK GRAHAM,
THOMAS C. LEE.

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

From the Committee on Public Works:

INDIANAPOLIS, IND., June 5, 1916.

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 Resolution No. 3, 1916, a resolution relating to the improvement of

Keystone Avenue, beg leave to report that we have had said resolution under consideration, and recommend that the same be adopted.

Respectfully submitted,

JOHN F. CONNOR,
FRANK GRAHAM,
W. T. YOUNG,
A. D. PORTER,
THOMAS C. LEE.

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

Mr. Connor called for Resolution No. 3, 1916, for second reading. It was read a second time.

Mr. Connor moved that Resolution No. 3, 1916, be adopted.

Resolution No. 3, 1916, was adopted by the following vote:

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

From the Committee on Law and Judiciary:

INDIANAPOLIS, IND., June 5, 1916.

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. 24, 1916, entitled "An ordinance prohibiting the carrying of banners, placards, advertisements and handbills in or upon the streets, sidewalks, alleys or other public places in the City of Indianapolis," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

Respectfully submitted,

JOHN F. CONNOR,
FRANK GRAHAM,
ED. MCGUFF,
EDWARD R. MILLER,
A. D. PORTER.

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

INTRODUCTION OF APPROPRIATION ORDINANCES.

By City Controller :

Appropriation Ordinance No. 17, 1916. An ordinance appropriating the additional sum of \$8,000 to the Department of Public Works for the bridge over Pleasant Run at Villa Avenue.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that there be and is hereby appropriated the sum of \$8,000 to the Department of Public Works, in addition to the sum heretofore appropriated for the construction of a bridge over Pleasant Run at Villa Avenue.

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

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

By City Controller :

Appropriation Ordinance No. 18, 1916. An ordinance appropriating to the Department of Public Works \$3,186.59 for costs and allowances by the Marion Circuit Court in the matter of the Central Avenue Sewer, and \$1,800 for compromise settlement with Martha N. McKay and others, and fixing the time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, that there be and hereby is appropriated to the Department of Public Works the sum of \$3,186.59 for costs and allowances by the Marion Circuit Court in the matter of the Central Avenue Sewer, and \$1,800 for compromise settlement with Martha N. McKay and others.

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

Which was read a first time.

Mr. Young moved that the rules be suspended and General Ordinance No. 18, 1916, be placed upon its passage.

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

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

Mr. Young called for Appropriation Ordinance No. 18, 1916, for second reading. It was read a second time.

Mr. Young moved that Appropriation Ordinance No. 18, 1916, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 18, 1916, was read a third time and passed by the following vote:

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

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

By the Board of Public Works:

SWITCH CONTRACT.

General Ordinance No. 25, 1916. An ordinance approving a certain contract granting Tripp Warehouse Company the right to lay and maintain a sidetrack or switch across New York Street west of Dickson Street, according to blue print attached, in the City of Indianapolis, Indiana.

WHEREAS, Heretofore, to-wit, on the 2d day of June, 1916, Tripp Warehouse Company filed his petition before the Board of Public Works of the City of Indianapolis, as follows:

PETITION.

June 2d, 1916.

To the Board of Public Works, City of Indianapolis:

GENTLEMEN—The undersigned, the Tripp Warehouse Company, a corporation organized under the laws of Indiana, and doing a general public warehouse business in the City of Indianapolis, hereby respectfully represents to your honorable body that one of its principal places of doing business is at East New York Street and the Big Four tracks in the City of Indianapolis; that its warehouse at said location is situated on the south side of New York Street and on the east side of said railroad track; that said warehouse is, at present, but partly served over the private switch of the Anheiser Busch Brewing Company; that in order to fully, properly and profitably utilize said warehouse property it is necessary that a switch be constructed as set forth in the accompanying blue print, which is attached hereto and made a part of this petition; that said petitioner is willing and ready to enter into a contract with the City of Indianapolis and to provide therein for the protection of any proper rights or requirements that the City may demand therein.

Wherefore, said petitioner prays that your honorable body will approve his petition and recommend its approval to the Common Council of the City of Indianapolis.

Respectfully submitted,

TRIPP WAREHOUSE COMPANY,

By ERNEST H. TRIPP, *President.*

Now, THEREFORE, This agreement, made and entered into the 5th day of June, 1916, by and between Tripp Warehouse Company, 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 across New York Street, west of Dickson Street, in the City of Indianapolis, which is more specifically described as follows:

The center line of said switch will cross the south line of New York Street at a point 137 ft. west of the west line of Dickson Street, and the north property line of New York Street at a point 149 ft. west of the west property line of Dickson Street.

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 New York Street 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 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.

(8) The party of the first part agrees that whenever the main and side tracks across said New York Street are elevated under resolution of the Board of Public Works or by contract entered into between the City and railroad company or companies, that it will either remove said switch track on order of said Board of Public Works or elevate said track to conform to the elevation of the main tracks. Should the party of the first part elect to elevate said track, then all expense of elevating said switch track across New York Street, including the cost of the construction of abutments, girders, bridge superstructures, embankments, retaining walls, and all other work incidental thereto shall be borne by the said first party; it being understood that no part of said expense shall be borne by said City.

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 New York Street, west of Dickson Street, in the City of Indianapolis, all as shown by the drawing attached hereto, filed herewith and for greater certainty marked "Exhibit A."

IN WITNESS WHEREOF, We have hereunto set our hands this 5th day of June, 1916.

TRIPP WAREHOUSE COMPANY,

By ERNEST H. TRIPP, *President,*
Party of the First Part.

Witness :

CITY OF INDIANAPOLIS,

By J. A. RINK, *President,*
E. L. ZIEGLER,
GEO. B. GASTON,
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.

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

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

By the Board of Public Works:

SWITCH CONTRACT.

General Ordinance No. 26, 1916. An ordinance approving a certain contract granting Diamond Realty Company the right to lay and maintain a sidetrack or switch from the Vincennes Division of the Vandalia in Kentucky Avenue, and from the St. Louis Division of the Vandalia in Gardner's Lane, according to blue print attached, in the City of Indianapolis, Indiana.

WHEREAS, Heretofore, to-wit, on the 5th day of June, 1916, Diamond Realty Company filed his petition before the Board of Public Works of the City of Indianapolis, as follows:

PETITION.

To the Board of Public Works, City of Indianapolis:

GENTLEMEN—We respectfully request that you permit the construction of two side tracks as shown on the blue print herewith, entering the property Outlot No. 134, formerly known as Greenlawn Cemetery, and now owned by the Diamond Realty Company, the entire stock of which company is owned by the Diamond Chain & Mfg. Co.

These tracks are necessary in order that the Diamond Chain & Mfg. Company may immediately begin the extensive construction of factory buildings for their own use.

Yours very truly,

DIAMOND REALTY COMPANY,

By L. M. WAINWRIGHT, *President*.

DIAMOND CHAIN & MFG. CO.,

By L. M. WAINWRIGHT, *President*.

NOW, THEREFORE, This agreement, made and entered into this 5th day of June, 1916, by and between Diamond Realty Company, 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 two sidetracks or switches, one from the Vincennes Division of the Vandalia R. R. on Kentucky Avenue and one from the yards of the St. Louis Division of the Vandalia R. R. across Gardner's Lane on to the property owned by the Diamond Realty Company, in the City of Indianapolis, which are more specifically described as follows:

Switch in Kentucky Avenue leaving the Vincennes Division of the Vandalia Railroad track in Kentucky Avenue at a point 154 ft. more or less southwest of the point of intersection of the west line of West street with the north line of Kentucky Avenue; thence in the street and sidewalk of

said Kentucky Avenue intersecting the north property line of Kentucky Avenue at a point 279 ft. more or less southwest of the point of intersection of the north line of Kentucky Avenue with the west line of West Street.

The switch crossing Gardner's Lane is more particularly described as follows: The said switch shall cross the south line of Gardner's Lane at a point 684 ft. more or less west of the west curb line of West Street and will cross the north line of Gardner's Lane at a point 791 ft. more or less west of the west curb line of West Street.

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 the sidewalks of Kentucky Avenue and the crossing of Gardner's Lane 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 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.

(8) The party of the first part agrees that wherever the sidewalks and roadway are disturbed in the construction of the switch tracks that the paving of both the roadway and sidewalks of Kentucky Avenue will be replaced as directed by the Board of Public Works and the City Civil Engineer; said repaving to be similar to the paving now in Kentucky Avenue. And it is further agreed that if it will be necessary to construct drains said drains will be put in by the party of the first part.

The party of the first part further agrees that whenever the main tracks of the Vincennes Division of the Vandalia Railroad on Kentucky Avenue and the tracks in the yards of the St. Louis Division of the Vandalia Railroad, near Gardner's Lane, are elevated under resolution of the Board of Public Works or by contract entered into between the City and the railroad company or companies, that it will either remove said switch track in Kentucky Avenue and in Gardner's Lane on order of the said Board of Public Works, or elevate said tracks to conform to the elevation of said main tracks or yard tracks as elevated. Should the party of the first part elect to elevate said switch tracks, then all the expense of elevating said switch tracks in Kentucky Avenue and in Gardner's Lane, including the cost of the construction of abutments, girders, bridge superstructures, embankments, retaining walls, and all other work incidental thereto shall be borne by said first party; it being understood that no part of said expense shall be borne by said City.

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 the sidewalks of Kentucky Avenue and the crossing of Gardner's Lane, in the City of Indianapolis, all as shown by the drawing attached hereto, filed herewith and for greater certainty marked "Exhibit A."

IN WITNESS WHEREOF, We have hereunto set our hands this 5th day of June, 1916.

DIAMOND REALTY CO.,

L. M. WAINWRIGHT, *President.*

DIAMOND CHAIN & MFG. CO.,

L. M. WAINWRIGHT, *President.*

Party of the First Part.

Witness:

CITY OF INDIANAPOLIS,

By J. A. RINK, *President,*

E. L. ZIEGLER,

GEO. B. GASTON,

Board of Public Works,

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.

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

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

By the Board of Public Works:

General Ordinance No. 27, 1916: An ordinance amending Sections 5 and 6 of General Ordinance No. 27, 1915, of the City of Indianapolis, Ind.

Be it ordained by the Common Council of the city of Indianapolis, Ind., that:

SECTION 1. Section 5 of General Ordinance No. 27, 1915, is hereby amended to read as follows: Section 5. There is hereby created the position of municipal garage mechanic, who shall be appointed by the Board of Public Works. It shall be his duty, under the orders of said Board of Public Works, to have general charge and supervision of all automobiles owned and operated by the city, and to keep the same in repair and good condition, and perform such other duties as may be prescribed by the board. His salary shall be fifteen hundred dollars per annum, payable semi-monthly.

SECTION 2. Section 6 of General Ordinance No. 27, 1915, is hereby amended to read as follows: Section 6. The Board of Public Works is hereby authorized to employ an assistant municipal garage mechanic at a salary of twelve hundred dollars per annum, payable semi-monthly; and two mechanics at a salary of nine hundred and sixty dollars per annum each, payable semi-monthly; and one washer at a salary of seven hundred and eighty dollars per annum, payable semi-monthly. Such assistant mechanic, such mechanics and such washer shall perform such duties in connection with the municipal garage as may be prescribed by the Board of Public Works.

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

SECTION 4. This ordinance shall be in full force and effect from and after its passage and approval by the mayor.

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

By City Controller:

General Ordinance No. 28, 1916: An ordinance transferring \$2,000 from the Flood, Repair and Relief Fund to Sewer Construction and Repairs Accounts, and fixing the time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the city of Indianapolis, Ind., that the sum of \$2,000 is hereby transferred from Flood, Repairs and Relief in the funds of the Department of Public Works and appropriated to Sewer Construction and Repairs Accounts.

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

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

By Mr. Barry :

General Ordinance No. 29, 1916: An ordinance amending Section 4 of General Ordinance No. 7, 1916, of the city of Indianapolis, Ind.

Be it ordained by the Common Council of the city of Indianapolis, Ind., that:

SECTION 1. Section 4 of General Ordinance No. 7, 1916, is hereby amended to read as follows: Section 4. The mayor, on the nomination of the city purchasing agent, shall appoint some suitable person as storekeeper and bookkeeper; some suitable person as clerk and stenographer; some suitable person as inspector, and some suitable person as clerk, to work under the direction of the city purchasing agent. The salary of said storekeeper and bookkeeper shall be twelve hundred dollars per annum; the salary of said clerk and stenographer shall be one thousand dollars per annum; the salary of said inspector shall be one thousand dollars per annum, and the salary of said clerk shall be nine hundred dollars per annum.

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

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

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

By Mr. Connor :

General Ordinance No. 30, 1916: An ordinance repealing Section No. 87 and Section No. 106 of General Ordinance No. 72, 1912, passed by the Common Council November 17, 1913, and approved December 1, 1913, and fixing the time for the taking effect thereof.

Be it ordained by the Common Council of the city of Indianapolis:

SECTION 1. That sections numbered 87 and 106 of General Ordinance No. 72, 1912, passed by the Common Council November 17, 1913, and approved December 1, 1913, be and the same are hereby repealed.

SECTION 2. This ordinance shall be in force and effect from and after its passage by the Common Council and its approval by the mayor.

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

By Mr. Connor:

General Ordinance No. 31, 1916: An ordinance relating to the erection of awnings, coverings, canopies, marquees and balconies, fixing a penalty for the violation thereof, 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:

SECTION 1. (a) The erection of stationary awnings, coverings, canopies, marquees and balconies that project over any street, alley or other public place is prohibited. A stationary structure of the kind mentioned is one of which either the frame or covering is not made to be raised, folded or rolled up.

(b) No structure mentioned in this section shall be erected that is supported by other means than the attachment of the same to the building.

(c) Such structure when lowered, unfolded or unrolled, may project beyond the line of the street, alley or other public place not to exceed eight feet; provided, that it shall not so project nearer than eighteen inches to the outer edge of the curb.

(d) No structure mentioned in this section at its lowest point shall be less than eight (8) feet above the surface of the street, alley or other public place over which it is erected.

SECTION 2. Any person who shall erect any awning, covering, canopy, marquee or balcony in violation of any of the provisions of the foregoing section shall, on conviction, be fined not less than ten dollars nor more than one hundred dollars. Each day such violation continues shall constitute a separate offense.

SECTION 3. All ordinances and parts of ordinances in conflict with any of the provisions of this ordinance are hereby repealed.

SECTION 4. This ordinance shall be in force from and after its passage and publication once each week for two consecutive weeks in -----, a newspaper of general circulation, printed and published in the city of Indianapolis, Marion County, Indiana.

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

ORDINANCES ON SECOND READING.

Mr. Porter called for Appropriation Ordinance No. 16, 1916, for second reading. It was read a second time.

Mr. Porter moved that Appropriation Ordinance No. 16, 1916, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 16, 1916, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Young, Miller, Porter, Lee, Connor, Graham, Shea and President Edward P. Barry.

Noes, 1, viz.: Mr. McGuff.

Mr. Connor called for General Ordinance No. 22, 1916, for second reading. It was read a second time.

Mr. Connor moved that General Ordinance No. 22, 1916, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 22, 1916, was read a third time and passed by the following vote:

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

Mr. Connor called for General Ordinance No. 23, 1916, for second reading. It was read a second time.

Mr. Connor moved that General Ordinance No. 23, 1916, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 23, 1916, was read a third time and passed by the following vote:

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

Mr. Connor called for General Ordinance No. 24, 1916, for second reading. It was read a second time.

Mr. Connor moved that General Ordinance No. 24, 1916, be ordered engrossed, read a third time and placed upon its passage.

By Mr. Lee:

MR. PRESIDENT—I move as a substitute that we defer action on General Ordinance No. 24, 1916, until our next regular meeting.

Yours respectfully,
THOMAS C. LEE.

Mr. Lee's motion was lost.

General Ordinance No. 24, 1916, was read a third time and passed by the following vote:

Ayes, 7, viz.: Messrs. Young, McGuff, Miller, Porter, Connor, Graham and Shea.

Noes, 2, viz.: Messrs. Lee and President Edward P. Barry.

On motion of Mr. Shea, the Common Council, at 9:10 o'clock P. M., adjourned.

Edward P. Barry
.....
President.

ATTEST: *Thomas A. Riley*
.....

City Clerk.

