

REGULAR MEETING.

COUNCIL CHAMBER, CITY OF INDIANAPOLIS, IND.,

MONDAY, April 2, 1917.

The Common Council of the City of Indianapolis met in the Council Chamber, Monday evening, April 2, 1917, at 7:30 o'clock in regular session, President Michael J. Shea in the chair.

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

President Shea called for the reading and correction of the Journal.

Mr. Connor moved that the Journal of the meeting of the Common Council held March 19, 1917, be corrected on page 156 by inserting after the word "follows" in the sixth line of the committee's report on Special Ordinance No. 15, 1916 the following:

Special Ordinance No. 15, 1916: An ordinance changing the names of certain streets, avenues, drives, roads, courts and alleys.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that the names of certain streets, avenues, drives, roads, courts and alleys be changed as follows, to-wit:

Name of Fifty-seventh Street, between Central Avenue and Canal, to be changed to East Fifty-eighth Street.

Name of Fifty-sixth Street, between Meridian Street and Central Avenue, to be changed to East Fifty-seventh Street.

Name of Fifty-fourth Street, from Meridian Street to Central Avenue, to be changed to East Fifty-sixth Street.

Name of Fifty-fourth Street, from Meridian Street to Illinois Street, to be changed to West Fifty-sixth Street.

Name of Fifty-third Street, from Meridian Street to Central Avenue, to be changed to East Fifty-fifth Street.

Name of Fifty-second Street, from Meridian Street to Central Avenue, and from the alley east of College Avenue to the Monon Railroad, to be changed to East Fifty-fourth Street.

Name of Fifty-second Street, from Meridian Street to Illinois Street, to be changed to West Fifty-fourth Street.

Name of Fifty-first Street, from Pennsylvania Street to the first street east of the Monon Railroad, to be changed to East Fifty-third Street.

Name of Fiftieth Street, from Meridian Street to Monon Railroad, to be changed to East Fifty-second Street.

Name of Fiftieth Street, from Meridian Street to a point one hundred seventy (170) feet west of Illinois Street, to be changed to West Fifty-second Street.

Name of Forty-ninth Street, from Pennsylvania Street to the Monon Railroad, to be changed to East Fifty-first Street.

Name of Forty-eighth Street, which is the fourth street north of Forty-sixth Street extending from Pennsylvania Street to Central Avenue, to be changed to East Fiftieth Street.

Name of Clark Street, from Park Avenue to the Monon Railroad, to be changed to East Fiftieth Street.

Name of Forty-eighth Street, which is the third street north of Forty-sixth Street, extending from Central Avenue to the Monon Railroad, to be changed to East Forty-ninth Street.

Name of Second Street, north of Forty-sixth Street, extending from Central Avenue to College Avenue, to be changed to East Forty-eighth Street.

Name of Forty-seventh Street, extending from Illinois Street to a point one hundred seventy (170) feet west, to be changed to West Forty-eighth Street.

Name of Forty-fourth Street, extending from Illinois Street to Meridian Street, to be changed to West Hampton Drive.

Name of Forty-seventh Street, extending from College Avenue to Winthrop Avenue, to be changed to East Forty-eighth Street.

Name of Forty-fourth Street, extending from Pennsylvania Street to Washington Boulevard, to be changed to East Forty-eighth Street.

Name of Forty-fifth Street, which is the first street north of Forty-third Street, from Pennsylvania Street to Washington Boulevard, to be changed to East Forty-fourth Street.

Name of Lynn Avenue, from Conser Avenue to Boulevard Place, to be changed to West Bernard Avenue.

Name of Forty-first Street, from New Jersey Street to Central Avenue, to be changed to East Bernard Avenue.

Name of Thirty-ninth Street, from Conser Avenue to Byram Avenue, to be changed to Northern Avenue.

Name of Ashland Avenue, from present Forty-eighth Street to present Fiftieth Street, and from Fall Creek Boulevard, north drive, to Maple Road, to be changed to Carrollton Avenue.

Name of first street east of College Avenue, from proposed Fifty-second Street to proposed Fifty-fourth Street, to be named Carrollton Avenue.

Name of Bellefontaine Street, from proposed Forty-ninth Street to proposed Fifty-second Street, to be changed to Guilford Avenue.

Name of Cornell Avenue, from proposed Forty-ninth Street to proposed Fifty-first Street, to be changed to Winthrop Avenue.

Second street east of College Avenue, from proposed Fifty-second Street to proposed Fifty-fourth Street, to be named Winthrop Avenue.

Name of Rockwood Avenue, from Maple Road Boulevard to Forty-third Street, to be changed to Rookwood Avenue.

Name of Pomander Place, from Governors Road to Crescent Street, to be changed to West Thirty-fifth Street.

Name of Thirty-seventh Street, from Governors Road to Crescent Street, to be changed to Water Road.

Name of Thirty-sixth Street, from the Canal to Northwestern Avenue, to be changed to West Thirty-fourth Street.

Name of Thirty-fifth Street, from Canal to Northwestern Avenue, to be changed to West Thirty-third Street.

Name of Thirty-fourth Street, from Canal to Northwestern Avenue, to be changed to West Thirty-third Street.

Name of Thirty-third Street, from Canal to Northwestern Avenue, to be changed to Regal Place.

Name of Governors Road, from Thirty-seventh Street to corporation line, to be changed to Barnes Avenue.

Name of Totem Lane, from Thirty-sixth Street to the corporation line, to be changed to Elmira Street.

Name of Grover Street, from Twenty-fifth Street to Roache Street, to be changed to White Avenue.

Name of Schurmann Avenue, from Speedway Avenue to Thirty-sixth Street (proposed Thirty-fourth Street), to be changed to North Harding Street.

Name of Clark Street, from alley west of Tremont Street to Belmont Avenue, to be changed to West Twelfth Street.

Name of Pierson Avenue, from McLean Place to Fall Creek Parkway, to be changed to Pierson Street.

Name of Bird Street, from Ohio Street to North Street, to be changed to Pierson Street.

Name of Superior Street, from North Street to Eleventh Street, to be changed to Pierson Street.

Name of Catterson Street, from Sixteenth Street to Twenty-first Street, to be changed to Pierson Street.

Name of Hobart Avenue, from north line of Lazarus and Coleman's Harvard Place Addition to Maple Road Boulevard, to be changed to Salem Street.

Name of Terrace Road, from Fairfield Avenue to the intersection of Watson Road and Park Avenue, to be changed to Park Avenue.

Name of Bank Avenue, from Astor Street to Calvelage Street, to be changed to White River Parkway, West Drive.

Driveway on levee along west bank of White River, from Calvelage Street to the intersection of Fourteenth Street and Belmont Avenue, to be named White River Parkway, West Drive.

Name of Lafayette Road, from Belmont Avenue to Crawfordsville Road to be changed to White River Parkway, West Drive.

Driveway along west bank of White River, from Astor Street to Lansing Street, and angling from Lansing Street southeastwardly to West Washington Street at the alley west of Brush Street, to be named White River Parkway, West Drive.

Driveway extending along the west bank of White River, from Washington Street to Oliver Avenue (formerly known as Parry Avenue), to be changed to White River Parkway, West Drive.

Name of River Avenue, from Drover Street to Oliver Avenue, to be changed to White River Parkway, West Drive.

Name of Drover Street, from River Avenue to C. Street, to be changed to White River Parkway, West Drive.

Driveway on the levee, and extending along the west bank of White River from C. Street to the Belt Railroad, to be named White River Parkway, West Drive.

Name of Downing Avenue, from Tenth Street to the alley north of Tenth Street, to be changed to Arnolda Avenue.

Name of Brown Avenue, from the alley north of Michigan Street, to the C., I. & W. Railroad, to be changed to Arnolda Avenue.

Name of Downing Street, from Vermont Street to Michigan Street, to be changed to Arnolda Avenue.

Name of Mechanic Street, from Henry Street to South Street, to be changed to Scioto Street.

Name of McCarty Street, from Virginia Avenue to Shelby Street, to be changed to Cedar Street.

Names of St. Katherine Street and Hervey Street combined, from New to Shelby Street, to be changed to Hervey Street.

Name of Romaine Street, from Daisy Street to Burford Street, to be changed to Glendale Avenue.

First street south of Pleasant Run, from Madison Avenue to J. M. & I. Railroad, to be named Glendale Avenue.

Name of Burford Street, from Southern Avenue to Romaine Avenue, to be changed to Dakota Street.

Name of Donovan Street, from Fairfield Avenue to its northern terminus, to be changed to Birchwood Avenue.

Name of Macy Avenue, from Sutherland Avenue to Thirty-fourth Street, to be changed to Sutherland Avenue.

Name of Macy Street, from Thirty-third Street to Sutherland Avenue, to be changed to Martindale Avenue.

Name of Fleet Street, from Sutherland Avenue to the Monon Railroad, to be changed to East Thirty-second Street.

Name of Fleet Street, from the alley west of Rural Street to Dearborn Street, to be changed to East Thirty-first Street.

Name of Wall Street, from Baltimore Avenue to the eastern terminus, to be changed to East Thirty-first Street.

Name of Thirty-second Street, from School Street to Lancaster Street, to be changed to East Thirty-first Street.

Name of Foundry Street, from the alley south of Thirty-sixth Street to Thirtieth Street, and from Thirty-third Street to Thirty-fourth Street, to be changed to Denny Street.

Name of Mineral Street, from Tenth Street to Nineteenth Street, to be changed to Denny Street.

Name of Thomas Street, from English Avenue to Washington Street, to be changed to Denny Street.

Name of Kinsey Street, from Tenth Street to Sixteenth Street, to be changed to Garfield Avenue.

Name of Sherman Drive, which is the first street east of Kealing Avenue, and first street west of existing Sherman Drive, to be changed to Station Street.

Name of Edna Street, from Twenty-fifth Street to Twenty-eighth Street, to be changed to Tacoma Avenue.

Name of Herbert Street, from Twenty-fifth Street to Twenty-eighth Street, to be changed to Temple Avenue.

Name of Pembroke Avenue, from Twenty-fifth Street to Twenty-eighth Street, to be changed to Eastern Avenue.

Name of Elliott Street, from Spice Lane to the alley east of Spice Lane, to be changed to East Twenty-fourth Street.

Name of Elliott Street, from Bloyd Avenue to Greenbriar Lane, to be changed to Jefferson Avenue.

Name of Hazel Street, from Brookside Avenue to Fernway Avenue, and from Bloyd Avenue to Fountain Street, to be changed to Tacoma Avenue.

Name of Forest Street, from Fernway Avenue to Bloyd Avenue, to be changed to Tacoma Avenue.

Name of Katherine Street, from Langley Avenue to Bloyd Avenue, to be changed to Keystone Avenue.

Name of Fountain Street, from Roosevelt Avenue to the alley south of Glen Drive, to be changed to Temple Avenue.

Name of Roosevelt Avenue, from Massachusetts Avenue to the intersection of Roosevelt Avenue and Bloyd Avenue, to be changed to Rural Street.

Name of Cushing Street, from Bloyd Avenue to Elliott Street (proposed Twenty-fourth Street), to be changed to Eastern Avenue.

Name of Nevada Street, from Roosevelt Avenue to the alley north of Ingram Street, to be changed to East Eighteenth Street.

Name of Cleveland Avenue, from the alley north of Michigan Street to Tenth Street, to be changed to Bosart Avenue.

Name of Ray Street, extending from Tenth Street to the alley south of Frank Street, to be changed to Butler Avenue.

Name of Euclid Drive, from Tenth Street to the alley south of Frank Street, to be changed to Hawthorne Lane.

Name of Shank Street, from Campbell Avenue to Arlington Avenue, to be changed to East New York Street.

Name of Bolton Avenue, from Audubon Road to the first street east of Audubon Road, to be changed to Hibben Avenue.

First street east of Audubon Road, from the Pennsylvania Railroad to Julian Avenue, to be changed to Bolton Avenue.

Name of Ohmer Avenue, from Downey Avenue to the first street east of Butler Avenue, to be changed to Rawls Avenue.

Name of Dora Street, from Emerson Avenue to the eastern terminus, to be changed to Pratt Street.

Name of Frank Street, from Emerson Avenue to the eastern terminus, to be changed to St. Clair Street.

Name of Birch Street, from Union Street to Talbott Street, to be changed to Dora Street.

Name of Byram Street, from Garfield Avenue to the alley east of Gladstone and from Lynnwood Avenue to the alley east of proposed Bosart Avenue, to be changed to East St. Clair Street.

Name of Carson Street, from Meridian Street to Madison Avenue, to be changed to Caven Street.

Name of Carter Street, from University Avenue to Pennsylvania Railroad, to be changed to DeQuincy Street.

Name of Churchman Street, from Walker Avenue to its northern terminus, approximately 200 feet north of Bradbury Street, to be changed to Harlan Street.

Name of Bradbury Street, from the alley east of Villa Avenue to Keystone Avenue, to be changed to Bradbury Avenue.

Name of Finley Street, from the alley east of Villa Avenue to Keystone Avenue, to be changed to Finley Avenue.

Name of Collett Avenue, from C., I. & W. Railroad to corporation line, to be changed to Spencer Avenue.

Name of Short Street, from Walker Avenue to State Avenue, to be changed to Finley Avenue.

Name of Cooper Avenue, from Roosevelt to Bloyd Avenue, to be changed to Caroline Street.

Name of Garfield Place, from Tenth Street to first alley north and from first alley north of Eleventh Street to Fourteenth Street and from Fifteenth Street to first alley south of Nineteenth Street, to be changed to Pine Street.

Name of Elm Avenue, from Huron Avenue to Burgess Avenue, to be changed to Whittier Place.

Name of Emerson Place, from Court Street to Market Street, to be changed to Toledo Street.

Name of Galena Street, from Raymond Street to the alley south of Calhoun Street, to be changed to Linden Street.

Name of Glendale Avenue, from Huron Street to alley north of Greenfield Avenue, to be changed to Irvington Avenue.

Name of Harvey Street, from Miley Avenue to its eastern terminus, to be changed to Miami Street.

Name of Jackson Street, from Sedgwick Street to Thirty-fourth Street, to be changed to Adams Street.

Name of Johnson Alley, from West Street to the alley west, to be changed to Ismond Street.

Name of McLain Street, from Minnesota Street to the alley south of Oliver Avenue, to be changed to Richland Street.

Name of Maple Court, from Meridian Street to Pennsylvania Street, to be changed to Harvard Place.

Name of Parkman Street, from Michigan Street, to Walnut Street, to be changed to Winona Street.

Name of University Terrace, from Thirteenth Street to Fourteenth Street, to be changed to Edison Avenue.

Name of Parkway, from Eighteenth Street to Thirtieth Street, to be changed to East Riverside Drive.

Name of Perkins Street, from Belt Railroad to Sherman Drive, to be changed to East St. Clair Street.

Name of Pleasant Run Drive, from Meridian Street to the western terminus, to be changed to Pleasant Run Parkway, South Drive.

Name of Pleasant Run Boulevard, from South Sherman Drive to Denny Street, to be changed to Pleasant Run Parkway, North Drive.

Name of Drapier Street, from Bradbury Avenue to Raymond Street, to be changed to Draper Street.

Name of Coffman Place, from the first alley east of New Jersey Street to the second alley east of New Jersey Street, to be changed to Warsaw Street.

Name of Manual Place, from Meridian Street to alley east of Meridian Street, to be changed to Warsaw Street.

Name of River Street, from Missouri Street to Alig Street, to be changed to Warsaw Street.

Name of Fremont Street, from proposed East Riverside Drive to Sackville Avenue, to be changed to West Pruitt Street.

Name of Smith Lane, from Meridian Street to Empire Street, to be changed to South Adelaide Street.

Name of Tacoma Terrace, from Kenwood Avenue to the western terminus, to be changed to West Twenty-first Street Annex.

Name of Sutherland Place, from Sutherland Avenue to Orchard Avenue, to be changed to Trumbull Street.

Name of Walker Street, from Thirtieth Street to Thirty-fourth Street, to be changed to Wood Street.

Name of Washington Place, from Washington Boulevard to first alley west, to be changed to Washington Court.

Name of Westmoreland Avenue, from Michigan Street to Walnut Street, to be changed to Moreland Avenue.

Name of Winter Street, from Raymond Street to Regent Street, to be changed to South Capitol Avenue.

Name of Arlington Avenue, from Thirty-fourth Street to Sutherland Avenue, to be changed to Hovey Street.

First alley north of Pratt Street, from Pennsylvania Street to Delaware Street, to be named Toronto Street.

Name of first street north of Walnut Street, from Emerson Avenue east to its terminus and from Ritter Avenue to eastern boundary of city, to be changed to and known as Ellenberger Avenue.

Name of first alley north of Pratt Street (with above exception), from Senate Avenue to Fort Wayne Avenue, to be named Sahn Street.

Second alley north of Pratt Street, from Pennsylvania to Delaware Street, to be named Sahn Street.

Name of Eldridge Street, from Twenty-third to Twenty-fifth, to be changed to Montcalm Street.

Name of Wallace Street, from No. 1201 Vandeman Street east to Earhart, to be changed to Terrace Avenue.

Name of Marlowe Avenue, from Arsenal Avenue to Dorman Street, to be changed to East New York Street.

Name of East New York Street, from Arsenal Avenue to Dorman Street, to be changed to Marlowe Avenue.

Name of Cairo Street, from Brighton Boulevard to one square west, to be changed to West Twentieth Street.

Name of Roseline Street, from Coyner Avenue to Brookside Avenue, to be changed to North Beville Avenue.

Name of South Randolph Street, from Maryland Street to English Avenue, to be changed to Villa Avenue.

Name of Nelson Street, from Maryland Street to English Avenue, to be changed to South Randolph Street.

Name of Nelson Street, from Spann Avenue to Pleasant Run, to be changed to South Randolph Street.

Name of Nelson Street, from Pleasant Run Parkway, South Drive, to Vigo Street, to be changed to South Randolph Street.

Name of Nelson Street, from Raymond Street to Walker Street, to be changed to South Randolph Street.

Name of Downey Street, from Meridian Street to Leonard Street, to be changed to Orange Street.

Name of Price Street, from English Avenue to Southeastern Avenue, to be changed to South Hamilton Avenue.

Name of Calvelage Street, from White River to Concord Street, to be changed to West St. Clair Street.

First street west of Ritter Avenue, from Burgess Avenue to Brookville Road, to be named South Whittier Place.

Name of Burgess Avenue, from Ritter Avenue to University Avenue, to be changed to Downey Avenue.

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

Mr. Connor's motion was carried.

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

COMMUNICATIONS FROM THE MAYOR.

EXECUTIVE DEPARTMENT,

CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 23, 1917.

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

GENTLEMEN—I have approved and signed General Ordinance No. 13, 1917, the same being an ordinance entitled "An ordinance annexing certain territory to the City of Indianapolis, and defining a part of the boundary line of said City, and fixing the time when same shall take effect."

I return the said ordinance herewith.

Very truly yours,

J. E. BELL,

Mayor.

EXECUTIVE DEPARTMENT,

CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 21, 1917.

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

GENTLEMEN—I have approved and signed General Ordinance No. 14, 1917, the same being an ordinance entitled "An ordinance authorizing the City Controller to make a temporary loan for the use of the Board of Health, in anticipation of taxes and payable out of the current fund of said Board and fixing a time when the same shall take effect."

I return the said ordinance herewith.

Yours very truly,

J. E. BELL,

Mayor.

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 21, 1917.

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

GENTLEMEN—I have approved and signed General Ordinance No. 15, 1917, the same being an ordinance entitled "An ordinance authorizing the sale of seventy-two (72) bonds of one thousand dollars (\$1,000) each of the City of Indianapolis, Indiana, payable from the general revenues and funds of said city, from the sinking fund of said city, or as may be required by law, for the purpose of procuring money to be used in the erection and completion of a bridge over Fall Creek at Meridian Street and work thereunto pertaining, and providing for the time and manner of advertising, sale of bonds and the receipt of bids for the same, together with the mode and terms of sale, appropriating the proceeds of said sale to the Department of Public Works, and fixing a time when the same shall take effect."

I return the said ordinance herewith.

Yours very truly,

J. E. BELL,

Mayor.

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 23, 1917.

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

GENTLEMEN—I have approved and signed General Ordinance No. 19, 1917, the same being an ordinance entitled "An ordinance ordering the Board of Public Works of the City of Indianapolis, Indiana, to improve Newman Street from the south property line of Twelfth Street to the northwest property line of Massachusetts Avenue, except crossing of Brookside Avenue and the bridge over Pogue's Run, with wooden block, asphalt, bituminous concrete or brick, and curbing the roadway, as provided for under Improvement Resolution No. 8774, adopted January 8, 1917."

I return the said ordinance herewith.

Yours very truly,

J. E. BELL,

Mayor.

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 23, 1917.

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

GENTLEMEN—I have approved and signed General Ordinance No. 20, 1917, the same being an ordinance entitled "An ordinance ordering the Board of Public Works of the City of Indianapolis, Indiana, to improve Newman Street from north curb line of Twelfth Street to the southeast curb line of Brookside Avenue, with cement sidewalks placed next to the

curb line, as provided for under Improvement Resolution No. 8775, adopted January 8, 1917."

I return the said ordinance herewith.

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

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 24, 1917.

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

GENTLEMEN—I have approved and signed General Ordinance No. 22, 1917, the same being an ordinance entitled "An ordinance providing for the taking effect and providing penalties for all licences of the City of Indianapolis, Ind."

I return the said ordinance herewith.

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

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 24, 1917.

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

GENTLEMEN—I have approved and signed General Ordinance No. 25, 1917, the same being an ordinance amending Item 3, under the sub-head "Vehicles" in Section 3 of General Ordinance No. 74, 1916.

I return the said ordinance herewith.

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

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 23, 1917.

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

GENTLEMEN—I have approved and signed Special Ordinance No. 2, 1917, the same being an ordinance entitled "An ordinance changing the name of Circle Street, some times called Monument Place, to Monument Circle."

I return the said ordinance herewith.

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

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 26, 1917.

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

GENTLEMEN—I have approved and signed Special Ordinance No. 15, 1916, the same being an ordinance entitled "An ordinance changing the names of certain streets, avenues, drives, roads, courts and alleys."

I return the said ordinance herewith.

Yours very truly,

J. E. BELL,

Mayor.

REPORTS FROM CITY OFFICERS.

From City Clerk:

CITY OF INDIANAPOLIS,
OFFICE OF THE CITY CLERK.

INDIANAPOLIS, IND., March 20, 1917.

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

GENTLEMEN—I submit herewith a communication received from the Hoosier Motor Club, suggesting that a flag or light be suspended at the end of materials extending beyond the dimensions of moving vehicles and enclosing form of an ordinance used in Cleveland.

Respectfully,

THOMAS A. RILEY,

City Clerk.

INDIANAPOLIS, IND., March 19, 1917.

City Council, Care City Clerk, Police Station, Indianapolis, Ind.:

GENTLEMEN—A number of accidents have been caused during the past year on account of materials projecting back from the dimensions of vehicles. Some of these accidents have been of a serious nature.

The Hoosier Motor Club, for some time, has had this matter under advisement. We find that other cities have ordinances requiring a flag or light to be suspended at the end of materials extending beyond the dimensions of moving vehicles. The wording of this particular ordinance now in use at Cleveland is as follows:

"Each and every motor vehicle traveling along or standing upon the public streets or highways of this city shall display, during the period from thirty minutes after sunset to thirty minutes before sunrise, a red light and a white light on the rear thereof, and two white lights on the front thereof, the rays of which white light on the rear thereof shall shine upon and illuminate each and every part of the distinctive number borne upon such motor vehicle, and the light of which front lights shall be visible at least two hundred (200) feet in the direction in which the said motor vehicle is proceeding or heading, but it shall not be required of such motor vehicle that the two white lights on the front thereof shall be lighted when such vehicle is standing vacant.

"All vehicles, during the period described in this section, shall carry a light visible two hundred (200) feet from the rear. Any vehicle carrying material which projects behind the dimensions of said vehicle shall carry the red light required by this section at the extreme rear of said material.

"And in the period between thirty (30) minutes before sunrise and thirty (30) minutes after sunset all vehicles which carry material which projects three (3) feet or more behind the dimensions of said vehicle, shall carry a red flag not smaller than 10 by 12 inches at the extreme rear end of said material."

"Nothing in this paragraph contained shall apply to equestrians or led horses."

We urge that your Council will establish such an ordinance for Indianapolis.

Respectfully,

HOOSIER MOTOR CLUB,
Per M. E. NOBLET,
Secretary.

From City Controller:

FINANCE DEPARTMENT,
CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., April 2, 1917.

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

GENTLEMEN—I enclose herewith letter from Department of Public Works asking for an appropriation of \$65.00 to be refunded to Charles S. Lewis for rent paid for Tomlinson Hall at the patriotic mass meeting of citizens held Saturday night. It is appropriate that the city donate said hall for that occasion and a charge was made for the same without full knowledge of the purpose of the meeting.

I therefore recommend the ordinance which I enclose.

I also enclose letter from Legal Department of City of Indianapolis in regard to publishing and printing in book form the new municipal code. Inasmuch as it will take something over two months from the time the contract is let until the code in book form is delivered, I ask you to pass the appropriation ordinance prepared by the Legal Department, appropriating \$2,300.00, at your earliest convenience, in order that work may be begun under the terms of said ordinance without any further delay. Under this ordinance more than one-half of the sum appropriated will be returned to the city through the sale of the books published.

Yours respectfully,

R. H. SULLIVAN,
City Controller.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.

INDIANAPOLIS, IND., March 28, 1917.

Mr. R. H. Sullivan, City Controller, City of Indianapolis:

DEAR SIR—You are hereby requested to recommend to the Common Council, the passage of an ordinance refunding to Charles S. Lewis the sum of Sixty-Five (\$65.00) Dollars, the same having been paid the City

Controller on March 19, 1917, for lease of Tomlinson Hall for Saturday evening, March 31, 1917.

Reservation of this date was made with the Clerk of the Board over the telephone without full knowledge of the purpose of the meeting. It developed later that this meeting is held in the interest of arousing patriotic spirit and the Board feels that under these circumstances free use of the hall should be granted.

Very truly yours,

J. A. RINK,

E. L. ZIEGLER,

GEO. B. GASTON,

Board of Public Works.

DEPARTMENT OF LAW,

CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., March 21, 1917.

Hon. Reginald H. Sullivan, City Controller, City Hall, City:

DEAR SIR—General Ordinance No. 19, 1915, authorizing the preparation of a new municipal code, contains this provision:

“The department of law shall, when such work is completed, advertise for bids for publishing the same, and apply to the Common Council for an appropriation for such publishing, and the volumes when published shall be sold and distributed only in accordance with rules fixed by ordinance of the Common Council governing the same.”

Pursuant to this ordinance, I advertised that I would receive bids for the publishing of the code at 10:00 o'clock A. M. on the 20th day of the current month.

In answer to this advertisement, I received a bid from Wm. B. Burford in the sum of \$1,988.45, on an estimate that the text of the principal ordinance would make 328 pages, and the appendix, which includes all the various contracts and franchises of the city, 536 pages, and the index approximately 128 pages, a total of 992 pages.

The bid provided that if the number of pages should be more or less than the estimate, the bid should be reduced or increased accordingly at the rate of \$1.80 per page for the principal ordinance, \$2.05 per page for the appendix, and \$2.50 per page for the index; the difference in price for the additional pages being because of the fact that a different size type is to be used in the different parts of the book. In my judgment, the book will exceed 992 pages, possibly by as much as 150 or 200 pages.

Before I can let a binding contract for the publication of these ordinances, this department must have an appropriation sufficient to cover the possible contract price. Of course you and the Common Council understand that if the appropriation exceeds the price, it will automatically revert to the general fund at the end of the year, or may be transferred to any other fund as soon as it is found that it is not needed. In order that the contract may be in all respects legal I believe it is advisable to make an appropriation to pay for the publication of these books in an amount not exceeding \$2,300.00, and I therefore request that you apply to the Council for an appropriation in that amount.

Only one other responsible bidder submitted a bid for the work and the amount asked by that bidder was \$3,545.35.

The ordinance authorizing the revision, provided that 1,500 copies should be made and delivered to the city controller. I have taken the liberty, subject to the approval of the Common Council, of varying the conditions of publication as to the number of copies to be made. After consultation with different departments of the city government, I concluded that 500 bound copies would supply the present demand, and therefore have asked for a bid on that basis; 1,000 additional copies are to be printed, gathered and sewed, ready for trimming and binding, and delivered to the city controller, to be kept by him until such time as they may be needed, when they can be bound in such number as may be necessary, as cheaply as row, and maybe for less money than they would cost today. I have thought it advisable to print the full number named in the ordinance, because this would be a very considerable saving over the cost of reprinting at a later date.

The ordinance authorizes the volumes to be sold and distributed by the City controller only in accordance with rules fixed by ordinance of the Common Council. I, therefore, submit an ordinance for the appropriation of the necessary amount to pay for the publishing, with what seems to me proper provision for the distribution and sale.

Under no circumstances should the books be distributed generally gratis, as has heretofore been done. Lawyers and others who secure the book free do not prize it, and it is only a little while until they come back and say it has been lost or misplaced, and ask for another. I have provided for the free distribution of what seems to me the necessary number, but I have no purpose by so doing of suggesting to the Common Council that they shall not make a different provision.

Yours truly,

W. A. PICKENS,

Corporation Counsel.

REPORTS FROM STANDING COMMITTEES.

From the Committee on Public Works:

INDIANAPOLIS, IND., April 2, 1917.

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

GENTLEMEN—We, your Committee on Public Works, to whom was referred General Ordinance No. 21, 1917, entitled "An ordinance amending the last clause of Section 548 of General Ordinance No. 12, 1917," beg leave to report that we have had said ordinance under consideration and recommend that the same be passed.

Respectfully submitted,

JOHN F. CONNOR,

EDWARD R. MILLER,

EDWARD P. BARRY.

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

From the Committee on Public Safety:

INDIANAPOLIS, IND., April 2, 1917.

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

GENTLEMEN—We, your Committee on Public Safety, to whom was referred General Ordinance No. 23, 1917, entitled "An ordinance ordering the Board of Public Works of the City of Indianapolis, Ind., to improve Highland Avenue from north property line of Marlowe Avenue to south property line of Michigan Street running west, except crossing of New York Street, with wooden blocks, asphalt, bituminous concrete or brick, as provided for under Improvement Resolution No. 8216, adopted on the 2nd day of February, 1917," beg leave to report that we have said ordinance under consideration and recommend that the same be passed.

Respectfully,

EDWARD P. BARRY,
E. R. MILLER,
THOS. C. LEE,
ED MCGUFF.

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

From the Committee on Public Safety:

INDIANAPOLIS, IND., April 2, 1917.

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

GENTLEMEN—We, your Committee on Public Safety, to whom was referred General Ordinance No. 1, 1916, entitled "An ordinance requiring the owners and occupants of premises situate within the City of Indianapolis to keep the sidewalks improved with stone, in front of or adjacent to their premises, roughed, prescribing the times during which such sidewalks shall be roughed, providing penalties for the violation thereof 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 not passed.

Respectfully,

EDWARD P. BARRY,
THOS. C. LEE,
A. D. PORTER,
E. R. MILLER.

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

From the Committee on Public Safety:

INDIANAPOLIS, IND., April 2, 1917.

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

GENTLEMEN—We, your Committee on Public Safety, to whom was referred General Ordinance No. 24, 1917, entitled "An ordinance ordering the Board of Public Works of the City of Indianapolis, Ind., to improve Adelaide Street from the north property line of Ohio Street to the south property line of New York Street by paving the roadway with wooden block, asphalt, bituminous concrete or brick, and curbing same, as provided for under Improvement Resolution No. 8794, adopted January 24, 1917," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

Respectfully,

EDWARD P. BARRY,
E. R. MILLER,
THOS. C. LEE,
ED MCGUFF,
A. D. PORTER,

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

From the Committee on City's Welfare:

INDIANAPOLIS, IND., April 2, 1917.

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

GENTLEMEN—We, your Committee on City's Welfare, to whom was referred General Ordinance No. 26, 1917, entitled "An ordinance concerning the compensation of teamsters employed by the City of Indianapolis, repealing all ordinances 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.

E. R. MILLER,
JOHN F. CONNOR,
THOS. C. LEE,
ED MCGUFF,
EDWARD P. BARRY.

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

INTRODUCTION OF APPROPRIATION ORDINANCES.

By City Controller :

Appropriation Ordinance No. 7, 1917. An ordinance appropriating the sum of \$65.00 to the Department of Finance for the purpose of refunding the same to Charles S. Lewis.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Ind., that the sum of Sixty-Five Dollars (\$65.00) be and is hereby appropriated to the Department of Finance for the purpose of refunding said amount to Charles S. Lewis for rent paid by him for Tomlinson Hall for Saturday evening March 31, 1917, on the occasion of the patriotic mass meeting of Indianapolis citizens.

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

Which was read a first time.

Mr. Porter moved that the rules be suspended and Appropriation Ordinance No. 7, 1917, be placed upon its passage.

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

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

Mr. Porter called for Appropriation Ordinance No. 7, 1917, for second reading. It was read a second time.

Mr. Porter moved that Appropriation Ordinance No. 7, 1917, be ordered engrossed, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 7, 1917, was read a third time and passed by the following vote :

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

By City Controller :

Appropriation Ordinance No. 8, 1917. An ordinance appropriating twenty-three hundred dollars to pay for the publication of the municipal code, with appendix and index, and to provide for the sale and distribution thereof.

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

SECTION 1. That there is hereby appropriated to the Department of Law the sum of twenty-three hundred dollars, to be disbursed by such department so far as may be necessary to pay for the publication of municipal code and appendix and index thereto.

SECTION 2. That said department is hereby authorized to proceed with the publication of said code in accordance with the bid accepted by said department, and is authorized to have five hundred copies of said code bound, and one thousand copies folded, gathered, sewed and boxed for storage as provided in said bid, all to be delivered into the custody of the City Controller.

SECTION 3. That when said publication shall be delivered to the City Controller, he shall dispose of the following number of bound copies gratis, as follows:

To the Mayor	3 copies
To the Board of Public Works.....	4 copies
To the Board of Public Safety.....	4 copies
To the Board of Public Health.....	5 copies
To the Board of Park Commissioners.....	5 copies
To the Department of Purchase.....	2 copies
To the City Civil Engineer.....	4 copies
To the City Controller.....	3 copies
To the Department of Law.....	6 copies
To the Fire Department.....	2 copies
To the Police Department.....	5 copies
To the City Court.....	2 copies
To the City Clerk	2 copies
To the Commissioner of Buildings.....	2 copies
To the Recreation Commissioner.....	1 copy
To the Street Commissioner	2 copies
To the Inspector of Weights and Measures.....	2 copies
To the Street Cleaning Department.....	2 copies
To the Assessment Bureau	2 copies
To each of the Revision Commissioners	2 copies
To the Common Council	10 copies
To the County Clerk, Sheriff, Recorder, Surveyor, Auditor, Assessor, Treasurer, Prosecuting Attor- ney (each one copy).....	8 copies
To the Superior Court of Marion County.....	5 copies
To the Circuit, Criminal, Probate and Juvenile Courts of Marion County (each one copy).....	4 copies
To the Grand Jury chambers.....	1 copy
To the Township Assessor.....	1 copy
To the Indianapolis Public Library.....	1 copy
To the State Law Library.....	1 copy
To the Indianapolis Bar Association Library.....	1 copy
To the Indianapolis Board of School Commissioners.....	1 copy
To the Shortridge High School.....	1 copy
To the Manual Training High School.....	1 copy
To the Technical Institute Trade School.....	1 copy

SECTION 4. That the bound volumes remaining in the hands of the Controller after the distribution of those hereinbefore provided for shall be sold by the Controller to such as may call for them, at the price of three dollars per volume, the money derived therefrom to be accounted for to

the City Treasurer daily, and the Controller shall be accountable for such volumes at the price named.

SECTION 5. That the unbound volumes shall be safely kept by the Controller and his successors in office until provision by ordinance shall be made for their binding and distribution.

SECTION 6. That all ordinance in conflict herewith are hereby repealed.

SECTION 7. That this ordinance shall be in full force and effect from and after its passage.

Which was read a first time.

Mr. Porter moved that the rules be suspended and Appropriation Ordinance No. 8, 1917, be placed upon its passage.

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

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

Mr. Porter called for Appropriation Ordinance No. 8, 1917, for second reading. It was read a second time.

Mr. McGuff moved that the Council take a recess of five minutes for the consideration of Appropriation Ordinance No. 8, 1917. Motion seconded by Mr. Young and carried.

At 8:30 o'clock P. M. President Shea called the Council to order. All the members were present.

By Mr. Porter:

MR. PRESIDENT—I move that Appropriation Ordinance No. 8, 1917, be amended by inserting in line 10, page 2, after the words "To the Common Council," 5 copies each, instead of 10 copies, as it now reads, and by inserting after the words "To the Technical Institute Trade School, 1 copy," in line 22, page 2, the words "To each daily paper published in Indianapolis, 2 copies," and by inserting in line 2, page 2, after the words "To the City Clerk," 5 copies, instead of 2 copies, as it now reads. PORTER.

Motion seconded by Mr. McGuff. Carried.

Mr. Porter moved that Appropriation Ordinance No. 8, 1917, be ordered engrossed as amended, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 8, 1917, was read a third time and passed by the following vote:

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

By. Mr. Barry:

General Ordinance No. 27, 1917. An ordinance to amend Subdivision 35 under sub-head "Vehicles" of Section 3 of General Ordinance No. 74, 1916, passed December 29, 1916, and approved December 30, 1916.

Be it enacted by the Common Council of the City of Indianapolis, Indiana:

SECTION 1. That subdivision 35 under sub-head "Vehicles" of Section 3 of General Ordinance No. 74, 1916, passed December 29, 1916, and approved December 30, 1916, be amended to read as follows:

"35. Each truck with a carrying capacity not to exceed one thousand pounds, five dollars; not to exceed two thousand pounds, ten dollars; not to exceed three thousand pounds, fifteen dollars; over three thousand pounds, twenty dollars."

SECTION 2. This ordinance shall be in force from and after its passage and publication once each week for two consecutive weeks in the Indiana Daily Times, a newspaper of general circulation printed and published in the city of Indianapolis.

Which was read a first time.

Mr. Young requested that the entire ordinance be read. The Clerk read the ordinance.

Mr. Barry moved that the rules be suspended and General Ordinance No. 27, 1917, be placed upon its passage.

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

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

Mr. Barry called for General Ordinance No. 27, 1917, for second reading. It was read a second time.

Mr. Barry moved that General Ordinance No. 27, 1917, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 27, 1917, was read a third time and the Clerk called the roll.

Mr. Young asked to be excused from voting. With the consent of the Council the President excused Mr. Young from voting.

General Ordinance No. 27, 1917, was passed by the following vote:

Ayes, 8; viz.: Messrs. Barry, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

Noes, none.

By Mr. Lee (by request):

General Ordinance No. 28, 1917. An ordinance relating to public vehicles, repealing all ordinances and parts of ordinances in conflict therewith, and providing when the same shall take effect.

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

SECTION 1. *Definition.*—When used in the following twenty-four sections, the words “public vehicle” shall be taken to mean any vehicle used for the public carriage of passengers or freight for hire in the city of Indianapolis.

SECTION 2. *License Necessary.*—No person, firm or corporation shall use any vehicle as a public vehicle until such person, firm or corporation has been licensed under the provisions of this ordinance, and until a certificate has been issued to the owner of such vehicle as herein provided.

SECTION 3. *Application for License.*—Any person, firm or corporation desiring to engage in the public carriage of passengers or freight for hire shall make application to the City Controller for a permit to do so. In such application there shall be set forth the name of the applicant; the name of the owner of the vehicle; the maximum number of passengers that can be reasonably carried therein, if used for the carriage of passengers, and the capacity in pounds if used for the carriage of freight; the character of such vehicle, whether horse drawn or motor driven; and the number of the license issued to the owner thereof by the City of Indianapolis or the State of Indiana. Also the total number of vehicles owned or used by the applicant in the City of Indianapolis, and whether or not the applicant ever has been arrested for violating any of the statutes of the State, ordinances of the City, or rules of the Board of Public Safety relating to vehicles or traffic. Such application shall be sworn to before some person or officer authorized by law to administer oaths, and it shall be stated in such application that the statements and representations made therein are for the purpose of inducing the City to issue to the applicant the license or licenses applied for.

SECTION 4. *Inspeccion.*—Upon the filing of such application the City Controller shall cause said vehicle to be inspected, and if the same is found to be in such condition as to safely carry the maximum number of passengers as stated in such application, or the pounds of freight therein designated, and is in such condition as to conform with any rules adopted by the Board of Health relating to cleanliness and sanitation, the City Controller shall endorse upon said application his approval thereof, and upon the payment of the fee hereinafter fixed shall issue a license to such applicant to engage in such business, such license to be in force for the period and subject to the same conditions fixed by Section — of this ordinance. Such license shall be effective only so long as such vehicle is kept in the condition in the matter of safety and sanitation that warranted the endorsement of the application by the City Controller. If such vehicle, for any reason, shall be found by the Board of Safety or the City Board of Health insanitary, such license may be revoked by the Board of Safety or the Mayor, and it shall be stipulated in the license that the same may be revoked by said board for the reason last stated.

SECTION 5. *Drivers to be Licensed.*—It shall be unlawful for any person to drive or operate any motor driven public passenger vehicle without first having procured a license so to do as provided in this ordinance.

SECTION 6. *Application for License.*—Any person desiring to secure such license shall make application in writing therefor to the Board of Public Safety upon a form to be provided by said board. Such application shall set forth the name of the applicant, his residence, occupation, age, the length of time he has been engaged in the occupation of driving or operating a vehicle of the character described in his application. Such application shall be sworn to before some person authorized to administer oaths. If the Board of Public Safety shall be satisfied that the statements in such application are true, and find upon investigation that the applicant is a fit person to drive or operate such vehicle or vehicles, it shall endorse upon such application its approval thereof to the City Controller.

Upon the presentation of such application so endorsed the City Controller shall issue to the applicant a driver's license upon the payment of the license fee fixed by ordinance. Such license shall be subject to the provisions of Section — of this ordinance.

SECTION 7. *Change of Residence.*—If any licensed driver shall change his residence at any time he is engaged in such occupation, he shall forthwith notify in writing the Board of Public Safety of such fact, with information as to his new place of residence.

SECTION 8. *Badge for Drivers.*—Every person so licensed as a driver at all times while engaged in such occupation shall wear a metal badge having thereon a number corresponding to the number of such driver's license. Such badge shall be furnished by the City Controller at the time of issuing the license to said driver, and shall be worn in a conspicuous place on the outside of the outside coat.

SECTION 9. *Record of Drivers.*—The Board of Public Safety shall keep a copy of all applications for license as above provided, and note thereon the action of such board relating to each of such applications. The clerk of such board shall procure from the City Controller and note upon the record of such applications the number of the license issued to each applicant.

SECTION 10. *Transfer of Badge.*—It shall be unlawful for any driver to whom a license has been issued to permit any other person than himself to wear the badge referred to in the second preceding section.

SECTION 11. *Posting Information in Interior of Vehicle.*—The licensee of any vehicle used in the public carriage of passengers for hire shall post in the inside of such vehicle, in such position that the same can be readily seen and read by any passenger in such vehicle in either the day or night time, the number of the vehicle license, the name of the licensee of such vehicle and the rates of fare permitted to be charged for carrying passengers in such vehicle.

SECTION 12. *Hiring by the Hour.*—Unless the hiring of any vehicle used for the public carriage of passengers for hire is at the time of such hiring specified by the person hiring the same to be by the hour, it shall be deemed to be by the mile.

SECTION 13. *Hiring by the Hour—Rate of Speed.*—Whenever any passenger vehicle shall be hired by the hour, the fare charged shall be on the basis, in the case of a horse drawn vehicle, that such vehicle while carrying any passenger or passengers is run or operated at not less than five miles per hour, and in the case of a motor driven vehicle at not less than the maximum rate permitted by statute, and if discharged at a distance from the place where it was engaged, the speed shall be estimated on the same basis while returning if the time for such return is charged for.

SECTION 14. *Passenger May Demand Name of Driver.*—Every driver of such vehicle upon being requested so to do by any person who is, or has been, or is about to become a passenger in such vehicle shall give to such person his name, his license number, and the license number of such vehicle.

SECTION 15. *Baggage.*—Every person upon any public vehicle shall be allowed to have conveyed with him in such vehicle, without charge therefor, his ordinary light hand baggage.

SECTION 16. *Duty to Convey.*—It shall be unlawful for any driver licensed under the provisions of this ordinance to refuse to convey any person who applies to him for carriage and tenders him the fare authorized by this ordinance to the place of his destination, or who, having undertaken to convey any passenger, shall omit or neglect to do so. Provided, That such passenger is in such condition of health and cleanliness that his carriage in such vehicle would not be a violation of any law or ordinance or rule of the Board of Public Safety or the City Board of Health.

SECTION 17. *Ejecting Passenger.*—Any person who, while being a passenger in any public vehicle, shall violate any law, ordinance or rule of the Board of Public Safety or the City Board of Health, may be ejected from such vehicle by the driver thereof. Provided, That if such passenger has paid his fare in advance, the driver shall return to him the unearned balance of such fare.

SECTION 18. *Refusal to Pay Fare.*—It shall be unlawful for any person who shall employ any vehicle engaged in the public carriage of passengers for hire, who has been conveyed therein, to refuse to pay for such passage at the rate established by this ordinance.

SECTION 19. *Vehicle Disabled.*—In case any vehicle used in public carriage of passengers for hire shall become disabled, or there shall arise such a condition that the driver shall be unable to convey the passenger or passengers in whose employ such vehicle may be at the time of such disability, and such disability can not be remedied or another vehicle furnished so that the carriage of such passenger may be continued within a reasonable time from the time such vehicle shall have become disabled, no fares shall be charged or collected for any service rendered or distance traveled up to the time of such disability. Provided, however, that if the passenger or passengers being conveyed in such vehicle or in whose em-

ployment the same is being operated shall elect to remain in such vehicle or continue such employment after such disability shall have been remedied, full rates for the distance or time traveled shall be charged as if no disability had occurred.

SECTION 20. *Rates of Fare.*—The maximum rates of fare permitted to be charged on the mileage basis shall be as follows: Motor driven vehicles, except sight-seeing cars, for one passenger, 50 cents for the first mile or fraction thereof; 50 cents for each additional mile; 25 cents for each additional passenger; waiting time to be charged for at the hourly rate set forth in the following section of this ordinance.

For horse-drawn vehicles, the same maximum rates of fare shall apply as permitted to be charged for motor-driven vehicles.

The distance that may be charged for in the transportation of any passenger shall be over the shortest practicable route between the points from which and to which the operator of the vehicle is entitled to charge.

SECTION 21. *Hourly Rates.*—The maximum hourly rates for horse-drawn and motor-driven vehicles shall be as follows: For vehicles with a capacity of five passengers, including the driver, two dollars for the first hour or fraction thereof, and two dollars for each additional hour.

For vehicles with a capacity of more than five passengers, including the driver, two dollars and fifty cents for the first hour or fraction thereof, and two dollars and fifty cents for each hour thereafter; waiting time to be charged for at the same rate. No charge shall be made for the time lost by reason of the inefficiency of the vehicle or its operator, or driver, or by time consumed by the premature arrival in response to a call.

SECTION 22. *Children.*—No charge shall be made for carrying a child seven years of age or under in the company of any person who is required to pay a fare on any passenger vehicle. Provided, that for the carriage of two or more children of the age of seven years or under, accompanied by a person required to pay a fare, shall be charged for at the rate of one-half the fare chargeable for carrying adults.

SECTION 23. *Rates for Carrying Baggage.*—The maximum rate permitted to be charged for the transportation of baggage by any person operating a public vehicle shall be as follows: For one trunk or other piece of baggage to any point within twenty-five blocks of the starting point, fifty cents; to any point more than twenty-five blocks and within thirty-five blocks of the starting point, seventy-five cents; to any point more than thirty-five blocks and within forty-five blocks of the starting point, one dollar; to any point more than forty-five blocks from the starting point, one dollar and fifty cents; for each additional trunk or other piece of baggage to any point in the city, twenty-five cents. Provided, That this section shall not apply to the carrying of hand baggage permitted by the provisions of this ordinance or provided by this ordinance to be carried free of charge.

SECTION 24. General Ordinance No. 75, 1916, is hereby specifically repealed and all other ordinances and parts of ordinances in conflict herewith are hereby repealed.

SECTION 25. This ordinance shall take effect and be in force from and after its passage.

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

By Mr. Lee (by request) :

General Ordinance No. 29, 1917. An ordinance fixing license fees to be charged for vehicles used on the streets, for carrying on certain businesses, for following certain occupations and for keeping certain animals, providing for a system of licenses to be issued by the Controller, repealing all ordinances in conflict herewith, and providing when the same shall take effect.

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

SECTION 1. *Terms of Licenses—Controller's Fees.*—Except as otherwise herein provided, all licenses shall be for the term of one year, shall be issued by the Controller, and for issuing such licenses there shall be paid to the City Controller, a fee of one dollar by each applicant, in addition to the total amount of the fees prescribed for the licenses applied for, which shall go into the general fund of the city. All annual licenses shall be taken out and dated on the second Monday in January and July of each year. All other licenses shall be dated as of the day of issue thereof: Provided, That in case an existing license shall expire or new license be issued before the ensuing second Monday in January, a license shall be issued running to that date. In case an existing license has not expired on the said second Monday in January, a new license shall nevertheless be taken out, giving credit to the applicant for the unexpired time in the proportion the same bears to the whole license period. Unless otherwise specifically provided by law or ordinance, the license fee for the entire year shall be paid by each person applying for a license prior to July 1. For any license issued after July 1 and before October 1, one-half of the annual fee shall be paid, and for any license issued after October 1, one-fourth of the annual fee shall be paid. The Controller shall endorse upon each license issued by him the license fee charged therefor.

SECTION 2. *When Required—Fees For.*—Licenses are required and the amount of the fee therefor is hereby fixed in the following cases :

Auctioneers (which shall include all sales of personal property at auction, except judicial sales).—Thirty dollars for six months and fifty dollars for one year.

Billiard or Pool Tables, operated for gain.—Ten dollars for each such table.

Branch Stores, Offices, Show-Rooms or Other Establishment for Temporary Business, as defined by ordinance.—Twenty-five dollars per day for first ten days or any part thereof and ten dollars per day for each day thereafter.

Breweries and Distilleries.—For each brewery, distillery, depot or agency, one thousand dollars.

Circus or Menagerie.—One hundred dollars per day. Provided, That when both a circus and menagerie are exhibited under the same management and at the same time, only one fee shall be charged. If the performance or program of any circus or menagerie consists of more than one part and a second admission fee is charged, then such license fee shall be two hundred dollars.

Exhibitions or Shows, of puppet, wax figures, monsters, monstrosities, natural or artificial curiosities, deceptions, panoramas, or any feats of tumbling, jugglery, rope or wire walking, sleight-of-hand performance or other exhibition or show, where any admission fee is charged, or to which the public generally is invited to attend.—Ten dollars per day. Provided, That the foregoing clause relating to exhibitions and shows shall not apply

to any entertainment where the profits are devoted exclusively to any religious, charitable, literary or scientific purpose, nor shall the same apply to any regularly established theater or to any circus or menagerie.

Theater or Concert Hall.—For the operation and maintenance of each concert hall or theater, one hundred dollars.

Moving Picture Show.—For the operating of each moving picture show, twenty-five dollars, which shall be in addition to any license fee required of the operator of the moving picture machine; and for the operator of each such machine, five dollars.

Dance.—For the giving of any dance by any person, firm, corporation, club, society or association in any room, hall or building other than a private residence, one dollar.

Dogs.—For keeping or harboring any animal of the dog kind, two dollars.

Ferris Wheel, Etc.—For conducting or operating a Ferris wheel, merry-go-round, roller coaster, switch-back or other similar device, twenty-five dollars.

Slot Machine, Etc.—For conducting, operating, supervising, or giving space to any slot machine used for the purpose of selling goods or material of any kind, or for weighing, or exhibiting pictures or views of any kind for profit, or for conducting, operating or exhibiting any phonograph, graphophone, talking machine, kinoscope, biograph, projectoscope or any similar instrument for profit, one dollar for each instrument. Provided, that this cause shall have no application to moving picture shows.

SECTION 3. *Telescope, Etc.*—For conducting, managaing, exhibiting or letting the use of any telescope, microscope, lung tester, muscle tester, strength tester, galvanic battery, ball, knife, or ring throwing game, for profit, one dollar per month or fraction thereof.

Hotels, Etc.—For each hotel, public lodging or rooming house, restaurant, cafe or public eating place, five dollars.

Peddlers.—For peddlers, including in that term hucksters, hawkers, itinerant dealers, and persons taking orders or selling by sample, as defined by this ordinance, as follows: Peddlers, using any wagon, cart or other vehicle, fee for six months, ten dollars; and for one year twenty dollars; and for all other peddlers three dollars for six months and six dollars for one year.

Junk Dealer.—For conducting, maintaining or entering into the business of junk dealer, one hundred dollars.

Junk Peddler.—For junk peddlers, as defined by this ordinance, three dollars for six months, five dollars for one year; no deduction for time elapsed at date of application.

Second-Hand Store.—For conducting or keeping a second-hand store, twenty-five dollars.

Pawnbroker.—For pawnbrokers as defined in this ordinance, one hundred dollars.

Vault Cleaners.—For engaging in the business of cleaning or removing the contents of any privy, vault or water closet, five dollars.

Shooting Gallery.—For conducting or carrying on a shooting gallery, or a room where rifle or pistol shooting is practiced, five dollars for six months and ten dollars for one year.

Skating Rinks.—For opening or carrying on a skating rink, twenty-five dollars for three months or one hundred dollars for one year.

Transient Merchants.—For transient merchants as defined in this ordinance, twenty-five dollars per day.

Tree Trimmers.—For each tree trimmer, one dollar.

Vehicles.—For all vehicles used upon the streets of said city, as follows:

1. Each one-horse commercial vehicle, three dollars.
2. Each two-horse commercial vehicle, five dollars.
3. Each three-horse commercial vehicle, six dollars.
4. Each four-horse commercial vehicle, ten dollars.
5. Each one-horse pleasure vehicle, two dollars.
6. Each two-horse pleasure vehicle, four dollars.
7. Each four-horse pleasure vehicle, eight dollars.
8. Each push or hand cart, two dollars.
9. Each bicycle, one dollar.

For motor trucks and motor-driven commercial vehicles used within said city, as follows:

10. Each passenger motor vehicle, five dollars.
11. Each truck with carrying capacity not to exceed four thousand pounds, three dollars; over four thousand pounds, five dollars.
12. Each motorcycle, whether used for commercial purposes or for pleasure, five dollars.
13. Each driver or operator of a motor-driven public passenger vehicle, one dollar.

SECTION 4. *License Plates.*—The City Controller shall issue for each vehicle licensed a metal plate or tag. There shall be indicated on said plate or tag in letters and figures the class to which such vehicle belongs and the year of the issuing of the license therefor. Such plates or tags issued for motor-driven vehicles shall be placed by the licensee on the outside of said vehicle on the right hand side thereof in such position that the same is not in any way covered by any part of said vehicle or its equipment. Provided, however, That such plates or tags issued for motor-driven passenger vehicles may be placed on the footboard or dashboard of such vehicles. Such plates or tags issued for horse-drawn vehicles shall be placed on the harness of the horse or horses drawing said vehicle on the right side thereof, in such manner as to be plainly seen. It shall be unlawful to use any such vehicle on the streets, alleys or other public places unless such plate or tag is exhibited as above provided.

SECTION 5. *Fees Required by Non-Residents.*—No license shall be required on the vehicles belonging to any person residing without said city, if such vehicles are used exclusively as family conveyances or for bringing to market or to a fixed point of delivery any produce or provisions of the owner's own raising. But the license fee on vehicles, as provided in this ordinance, shall apply to and be paid by non-residents of said city in the same manner and to the same extent as by residents of said city in the following cases: On all vehicles owned, leased or used by any person, firm or corporation engaged in huckstering and marketing produce into or from said city, or used in hauling goods or merchandise to or out of said city; on all vehicles belonging to, leased or used by any person, firm or corporation outside of said city, engaged in business within or without said city, and used in the hauling of goods or merchandise to or out of said city; and on all vehicles used by any person, firm or corporation residing without said city, conducting a business within such city and going to and from his home in any such vehicle.

SECTION 6. *Occupation, Etc.—License Not Affected by Vehicle License.*—The special license fees for vehicles provided in this ordinance shall not in any manner affect or abrogate the license fees required by ordinance to be paid for engaging in any business or occupation wherein such vehicles may be used, but the same shall be in addition thereto.

SECTION 7. *Application of License Fees.*—Except as otherwise provided by law or ordinance, all funds derived from licenses required by this ordinance shall be paid into and become a part of the general fund.

SECTION 8. *Exhibiting License.*—Any person holding a license issued by the city, or doing business under any such license, shall exhibit the same whenever requested so to do by any peace or police officer, or by any patron or prospective patron.

SECTION 9. *Revocation.*—Any person, firm or corporation whose license is revoked by the Mayor shall not be permitted to take out a new license within three months thereafter.

SECTION 10. *Licenses That May Be Transferred.*—Any license that has been issued for a moving picture show, skating rink, theater or concert hall, a vehicle, or dog, may be transferred or assigned at any time the licensee disposes of his interest in the property licensed, subject to the provisions of this ordinance.

SECTION 11. *Transfer of License.*—No transfer or assignment of a license shall be permitted unless specifically provided by law or ordinance and in cases where such transfer or assignment is so provided no such transfer or assignment shall be effective or permit the assignee or transferee to exercise any rights thereunder until the assignor shall have filed an affidavit with the City Controller setting forth, in addition to the information required in the application for the original license, the name of the assignee or transferee and the character of the license, its date and number. No fee shall be charged by the City Controller for making such transfer.

SECTION 12. General Ordinance No. 74, 1916, is hereby specifically repealed and all other ordinances and parts of ordinances in conflict herewith are hereby repealed.

SECTION 13. This ordinance shall take effect and be in force from and after its passage.

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

By Mr. Porter:

General Ordinance No. 30, 1917. An ordinance to regulate the storage of hay and straw in the City of Indianapolis, Indiana.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that it shall be unlawful for any person, firm, partnership or corporation to store in any barn, building or outhouse, in said city, more than one thousand pounds of loose hay or straw at any one time.

SECTION 2. It shall be unlawful to store or place in any building in said city hay or straw which is baled in bales which exceed in weight five hundred pounds.

SECTION 3. Any person, firm, partnership or corporation violating any of the provisions of this ordinance, for the first offense shall be fined in the sum not to exceed fifty dollars, and for the second violation thereof said person, firm, partnership or corporation shall be fined in a sum not exceeding five hundred dollars nor less than fifty dollars.

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

By Mr. Graham (by request) :

Special Ordinance No. 3, 1917. An ordinance annexing certain territory to the City of Indianapolis, and defining a part of the boundary lines of said city, and fixing a time when same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, that the boundary lines of the City of Indianapolis be and the same are hereby extended so as to include the following contiguous territory, all of which is hereby annexed and made a part of said city, and shall constitute and form part of the City of Indianapolis, in Marion County, in the State of Indiana :

Beginning at a point in section twenty-four (24), township fifteen (15) north, range three (3) east, where South East Street intersects the corporation line; thence running south along East Street to Holloway Street; thence east on Holloway Street to the intersection of Yoke Avenue; thence south and east along the west and south line of Yoke Avenue to the west line of Allen Street; thence south along the west line of Allen Street to the center line of Dalton Avenue; thence in an easterly direction along Dalton Avenue through part of section twenty-four (24), township fifteen (15) north, range three (3) east; thence south along the center line of Shelby Street to its intersection with Morton Street in section thirty (30), township fourteen (14) north, range four (4) east; thence in an easterly direction along the south line of Morton Street to the north line of Carson Street; thence in a northwesterly direction to the center line of Troy Avenue; thence east along the section line dividing sections nineteen (19) and thirty (30) to a point which intersects the corners of sections thirty (30), twenty-nine (29), twenty (20) and nineteen (19); thence north along the line of section nineteen (19), township fifteen (15) north, range four (4) east, to its intersection with the corporation.

SECTION 2. This ordinance shall be in full force and effect after its passage and publication for two consecutive weeks in _____, a newspaper of general circulation printed and published in the City of Indianapolis.

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

By Mr. Miller :

Special Ordinance No. 4, 1917. An ordinance changing the name of Marlowe Avenue from Dorman Street to Arsenal Avenue to New York Street, and changing the name of New York Street from Dorman Street to Arsenal Avenue to Marlowe Avenue.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, that the name of Marlowe Avenue from Dorman Street to Arsenal Avenue be and the same is hereby changed to New York Street, and the name of New York Street from Dorman Street to Arsenal Avenue is hereby changed to Marlowe Avenue.

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

Which was read a first time.

Mr. Miller moved that the rules be suspended and Special Ordinance No. 4, 1917, be placed upon its passage.

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

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

Mr. Miller called for Special Ordinance No. 4, 1917, for second reading. It was read a second time.

Mr. Miller moved that Special Ordinance No. 4, 1917, be ordered engrossed, read a third time and placed upon its passage. Carried.

Special Ordinance No. 4, 1917, was read a third time and passed by the following vote:

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

ORDINANCES ON SECOND READING.

Mr. Connor called for General Ordinance No. 21, 1917, for second reading. It was read a second time.

Mr. Connor moved that General Ordinance No. 21, 1917, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 21, 1917, was read a third time and passed by the following vote:

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

Mr. Connor called for General Ordinance No. 16, 1917, for second reading. It was read a second time.

Mr. Connor moved that General Ordinance No. 16, 1917, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 16, 1917, was read a third time and passed by the following vote:

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

Mr. Barry called for General Ordinance No. 23, 1917, for second reading. It was read a second time.

Mr. Barry moved that General Ordinance No. 23, 1917, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 23, 1917, was read a third time and passed by the following vote:

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

Mr. Barry called for General Ordinance No. 24, 1917, for second reading. It was read a second time.

Mr. Barry moved that General Ordinance No. 24, 1917, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 24, 1917, was read a third time and passed by the following vote:

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

Mr. Barry moved that General Ordinance No. 1, 1916, be stricken from the files.

The roll was called and General Ordinance No. 1, 1916, was stricken from the files by the following vote:

Ayes, 9; viz.: Messrs. Barry, Young, McGuff, Miller, Porter, Lee, Connor, Graham and President Michael J. Shea.

Mr. Miller called for General Ordinance No. 26, 1917, for second reading. It was read a second time.

Mr. Miller moved that General Ordinance No. 26, 1917, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 26, 1917, was read a third time and passed by the following vote:

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

On motion of Mr. Barry the Council referred back to

INTRODUCTION OF MISCELLANEOUS BUSINESS.

By Mr. Barry:

MR. PRESIDENT—I offer the following communication, seeking certain information from the Corporation Counsel, and move that it be forwarded in the name of the Council.

Respectfully,

EDWARD P. BARRY.

March 19, 1917.

Hon. William A. Pickens, Corporation Counsel:

DEAR SIR—The Common Council desires from you an opinion as to the power of the City, through its Board of Public Works or Common Council, to compel the Indianapolis Traction and Terminal Company to lay an extension of its tracks in College Avenue from the intersection of that street with Fairfield Avenue northward to the city limits, at or near Fifty-second Street.

For your information there accompanies this letter an historical sketch of the occupancy of College Avenue from Fall Creek northward with the tracks of the Indianapolis Traction and Terminal Company, the Union Traction Company of Indiana and the Indianapolis Northern Traction Company.

It appears from this sketch that the tracks were laid in a highway forming an extension of College Avenue northward from Fall Creek by the Indianapolis Northern Traction Company under a franchise granted by the Board of County Commissioners of Marion County; that at the time the tracks were so constructed the city limits were at the intersection of Fall Creek and College Avenue; that no specific term of years was fixed in the

Commissioners' grant to the traction company laying the tracks; that since they were laid the corporation limits, by various ordinances, have been extended northward, including College Avenue to a point at or near Fifty-second Street.

One of the principal questions growing out of the facts set out in the sketch is this: What right has the Union Traction Company of Indiana and the Indianapolis Traction and Terminal Company to maintain tracks in College Avenue from Fall Creek northward to the city limits?

Will you kindly furnish the Common Council your opinion as requested in the opening paragraph of this letter? Respectfully,

Mr. Young requested that the entire communication be read.

The President ordered a roll call and the communication was ordered read by the following vote:

Ayes, 7; viz.: Messrs. Young, McGuff, Miller, Lee, Connor, Graham and President Michael J. Shea.

Noes, 1, viz.: Mr. Porter.

Mr. Barry was excused from voting by the President.

STREET CAR TRACKS IN COLLEGE AVENUE NORTH OF FALL CREEK.

I.

On June 13, 1902, the Indianapolis Northern Traction Company was granted, by the Board of Commissioners of Marion County, permission to construct and operate lines of interurban railway in a highway forming an extension of College Avenue northward from the northern boundary line of the City of Indianapolis as it existed at that time.

A copy of this grant is attached, marked Exhibit "A."

It will be noticed that item ten (10) of this franchise provided for an annual payment to the county by the traction company, its successors or assignees, of twenty-five dollars (\$25) per mile for each mile or fraction of line laid within the limits of the right of way granted in the highway.

II.

By an ordinance approved August 15, 1902 (Laws and Ordinances, revision 1904, sec. 2197, et seq.) the Indianapolis Northern Traction Company was granted permission to operate its cars over the line of the Indianapolis Street Railway Company and the Indianapolis Traction and Terminal Company along a route specified in such ordinance as follows:

Entering upon the College Avenue line of the tracks of the Indianapolis Street Railway Company at Thirtieth Street; thence extending to and upon Sutherland and College Avenues, and on College Avenue to Massachusetts Avenue, etc.

III.

By a paragraph in the ordinance referred to last above a provision was made that the Union Traction Company of Indiana, upon the acquirement by a lease or otherwise of the franchises granted to the Indianapolis Northern Company, should have the right to operate the lines of the Indianapolis Northern Company under the terms of the ordinance.

The Union Traction Company thereafter succeeded to the rights of the Indianapolis Northern Company and now operates under such terms.

IV.

The northern boundary of the city, at the time the Board of Commissioners granted the franchise to the Indianapolis Northern Company, was Fall Creek. By various ordinances the boundary has been extended northward so as to include College Avenue as far north as the southern boundary of Fifty-second Street.

V.

About the year 1914 the Indianapolis Traction and Terminal Company, by some agreement with the Union Traction Company of Indiana, took over and has since maintained the tracks in College Avenue from Fall Creek northward to Fairfield Avenue, and operates the same as a part of its Fairgrounds line.

EXHIBIT "A."

IN THE MATTER OF THE PETITION OF INDIANAPOLIS NORTHERN TRACTION COMPANY:

Comes now the Indianapolis Northern Traction Company, by its representatives, and submits its petition for authority to survey, locate, construct, maintain and operate lines of street and interurban railway, over, along, upon and across certain highways in the County of Marion, in the State of Indiana, which petition has been heretofore duly filed and is in these words, to-wit:

(Here copy petition.)

And the Board, having duly considered said petition and heard the evidence, and being well advised, now grants the same.

It is therefore considered and ordered by the Board that authority and consent be and they hereby are granted to said Indianapolis Northern Traction Company, its successors and assigns, to survey, locate, construct, maintain and operate lines of street and interurban railway, with all necessary side-tracks, switches, turnouts and turnables, and all necessary mechanical and electrical appliances suitable for use in the operation thereof, including the use of electricity by the overhead trolley system or such other system as said company, its successors or assigns, may from time to time adopt, or any other motive power, except steam locomotives, over, along, upon and across such highways and bridges, now or hereafter constructed in said Marion County, as will be traversed or crossed by a street and interurban railway constructed over the following route, to-wit:

Commencing at the north corporate line of the City of Indianapolis where College Avenue, or an extension of College Avenue, intersects or would intersect the same; thence extending North on the public highway forming an extension of College Avenue, to Thirty-eighth (38th) Street; thence North to Fortieth (40th) Street on the highway forming the extension of College Avenue, the West half of which is designated as Hammond Avenue on the "Ardmore Plat," recorded in the Plat Book No. 10, page 115, of the records in the office of the Recorder of said County, and the East half of which is designated as College Avenue in the "Washing-

ton Heights Subdivision Plat," recorded in Plat Book No. 12, page 109, of said records; thence North on said highway forming an extension of College Avenue to Forty-second (42nd) Street; thence North on a private right of way to the South end of Light Avenue, said South end being at the North line of the South sixty-nine and one-tenth (69.1) acres of Southwest quarter of Section twelve (12), Township sixteen (16) North, Range three (3) East; thence north on Light Avenue to the Northern terminus of said avenue; thence North on a private right of way to the North line of said County, said private right of way North of White River being East of, adjacent to and parallel with the public highway running North and South on the West line of Section thirty-six (36), twenty-five (25), twenty-four (24) and thirteen (13), Range three (3) East, Township seventeen (17) North.

This grant is made upon the following terms and conditions, to-wit:

1. The tracks of said line of street and interurban railway constructed longitudinally upon any of said highways, shall be constructed, maintained and operated so that, in the case of single tracks, the center line thereof shall be the center of the highway, and in the case of double tracks, the center line between said tracks shall be the center line of said highway. Provided, however, the tracks on said Light Avenue shall be constructed, maintained and operated East of the tracks of the Broad Ripple Rapid Transit Company and as near thereto as may be, having regard to the safe and convenient passing of cars.

2. Said Indianapolis Northern Traction Company, its successors and assigns, shall restore all said highways traversed or crossed by its said lines to their former state, or in a sufficient manner not unnecessarily to impair their usefulness, and shall put and keep the same in such repair as not to interfere with the free use thereof by the public; and in the case of highways crossed by said lines, shall construct and maintain a crossing over the track or tracks of said line with plank next to the rails on each side of each rail, and fully planked between the rails thereof, for at least fourteen (14) feet along said rails; and, in the case of tracks laid longitudinally on any of said highways, shall keep in repair all that portion of said highway lying between the outer ends of the ties of such tracks, whenever the same shall become out of repair by reason of the construction, maintenance or operation of said tracks, and shall construct and maintain under said tracks where they traverse or cross said highways, such culverts and drains as the construction, maintenance or operation of said tracks shall make necessary.

3. Said Indianapolis Northern Traction Company, its successors and assigns, may construct such curves and turnouts on said route as it may find desirable or necessary to connect its lines with the lines of the Indianapolis Street Railway Company, the Broad Ripple Rapid Transit Company, or the Union Traction Company of Indiana.

4. Said Indianapolis Northern Traction Company, its successors and assigns, shall on the first day of January each year during which said lines of street railway shall be maintained in said highways, or any of them, pay to the County Treasurer of said County of Marion, twenty-five dollars (\$25.00) per mile for each mile of said highways then occupied longitudinally by said lines, said sum to be expended under the direction of the proper authorities to keeping such portion of said highways in repair.

Mr. Barry's motion carried and the Clerk was instructed to forward the communication to the Corporation Counsel.

On motion of Mr. Miller, the Common Council, at 9:15 o'clock P. M., adjourned.

Michael J. Shea

.....
President Pro Tem.

ATTEST:

Thomas A. Riley

.....
City Clerk.