

SPECIAL MEETING.

COUNCIL CHAMBER, CITY OF INDIANAPOLIS, IND.,

WEDNESDAY, January 2, 1918.

The Common Council of the City of Indianapolis met in the Council Chamber, Wednesday evening, January 2, 1918, at 7:30 o'clock in special session, President Pro Tem. Edward P. Barry in the chair, pursuant to the following call:

INDIANAPOLIS, IND., January 2, 1918.

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

GENTLEMEN—You are hereby notified that there will be a special meeting of the Common Council of the City of Indianapolis, Indiana, held in the Council Chamber on Wednesday evening, January 2, 1918, at 7:30 o'clock for the purpose of receiving communications from the Mayor.

Respectfully,

MICHAEL J. SHEA,

President.

I, Thomas A. Riley, Clerk of the Common Council, do hereby certify that I have served the above and foregoing notice to each and every member of the Common Council, prior to the time of meeting, pursuant to the rules.

THOMAS A. RILEY,

City Clerk.

Which was read.

The Clerk called the roll.

Present: The Hon. Edward P. Barry, President Pro Tem. of the Common Council, and 4 members, viz.: Messrs. Young, McGuff, Porter and Lee.

Absent, 4, viz.: Messrs. Miller, Connor, Graham and Shea.

COMMUNICATIONS FROM THE MAYOR.

EXECUTIVE DEPARTMENT,

CITY OF INDIANAPOLIS.

INDIANAPOLIS, IND., December 31, 1917.

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

GENTLEMEN—I have approved and signed the following ordinances:

1. General Ordinance No. 119, 1917, the same being an ordinance entitled "An ordinance concerning the collection of dropped taxes."
2. General Ordinance No. 120, 1917, the same being an ordinance entitled "An ordinance concerning the investigation, discovery and reporting of property omitted from taxation."
3. General Ordinance No. 121, 1917, the same being an ordinance entitled "An ordinance transferring funds of the Department of Public Works to funds of the same department, reappropriating the same and fixing a time when the same shall take effect."

I return the said ordinances herewith.

Yours very truly,

J. E. BELL,

Mayor.

At 7:45 o'clock P. M. Mr. Graham entered the Council Chamber and took his seat.

INDIANAPOLIS, IND., January 1, 1918.

To the President and Members of the Common Council:

In presenting the reports of the various departments of the city government for the year 1917, I wish to call your attention to the things this administration has accomplished during the four years it has conducted the city's affairs.

I wish to thank the members of the Common Council for the courteous manner in which they have cooperated with the various departments of the city government in the accomplishment of the many things done by this administration.

INDIANAPOLIS FREE FROM LABOR TROUBLE

During the preceding administration there had been serious and violent conflict between employers and employees, frequent outbreaks in connection with the strikes occurring, which finally resulted in the Street Railway strike, followed by the Teamsters' strike, the most serious in the history of the city. As the result of these serious outbreaks practically every department of the city government was thoroughly demoralized and a renewal of these strikes and a conflict between employers and employees was threatened at the beginning of this administration, on January 5, 1914.

At the beginning I promised the people of the city that violence would not be tolerated in connection with strikes or labor disturbances during my administration. I have adhered strictly to this promise and during the

four years of my administration, Indianapolis has been free from any labor disputes, strikes or labor troubles in which violence was resorted to. During the four years of this administration labor has been constantly employed under conditions of almost perfect harmony between employers and employees. Indeed, Indianapolis has been practically the only city of its size in the United States which has been free from strikes or violence of any kind in connection with labor troubles.

MORAL CONDITION OF INDIANAPOLIS NOW BEST IN CITY'S HISTORY

At the beginning of this administration Indianapolis was infested with many gambling houses, wine rooms of the lowest type, and that part of the city commonly known as the "Indiana Avenue District" was probably one of the toughest communities that could be found in any city of the United States. The work of cleaning out this immoral condition in Indianapolis was begun at once. However, the lawless element was so strong that every obstacle possible was thrown in the way of the city administration. I regret to say that lack of cooperation upon the part of some of the members of the Police Force and upon the part of the Courts caused the work of cleaning out this element to be an extremely difficult task. It was a long and bitter fight. The gambling fraternity of Indianapolis had inroads of influence which were absolutely unknown to me and had to be overcome before gambling was finally suppressed, and the wine rooms driven out. The result was not finally consummated until there was established in the Police Department what was known as a Vice Squad which at first was in charge of Lieut. Reilly, who upon his promotion to Captain of Detectives, was succeeded by Lieut. Reynolds, who still continues in that position. The work done by the Vice Squad of the city has resulted in great good, and at the present time Indianapolis is freer from immoral influences than it has been at any time in the history of the city. There are no wine rooms, no gambling houses and no immoral dives conducted in this city. Houses of prostitution have been broken up and most of the keepers have been compelled to leave the city.

DEPARTMENT OF PUBLIC SAFETY

At the beginning of this administration the City Market was completely demoralized. The standholders had not paid their rent and many law suits were pending between them and the city.

A comparison between the amount of money collected from the market in 1913, the last year of the preceding administration, and 1914, the first year of this administration, shows the efficiency with which the affairs of the city market have been handled during the present administration.

MARKET FEES COLLECTED UNDER SHANK ADMINISTRATION IN 1913

Collected from leased stands in 1913.....	\$23,897.17
Collected curb fees	3,803.00
	<hr/>
	\$27,700.17

MARKET FEES COLLECTED IN 1914

Collected from leased stands in 1914.....	\$31,427.17
Collected delinquent rents that had been due prior to 1914	13,088.29
Collected curb fees in 1914.....	4,860.00
	<hr/>
Total	\$49,355.46

The increase in the regular collections for the year 1914 over the collections made in 1913 is as follows:

Increase in amount of rents collected from stands.....	\$ 7,530.00
Increase in amount of curb fees.....	1,057.00
Total	\$ 8,587.00

This great increase in the amount of rents collected from the Market in 1914 was made notwithstanding the fact that the Board of Public Safety reduced the rentals for many of the stands upon the City Market.

On account of the controversies and litigation between the city and the standholders of the City Market, an enormous amount of the rents for stands had been permitted to become delinquent. Some of them extended back over a period of two years. Practically all of these delinquent rents were collected as shown by the above statement.

The same business methods were pursued concerning the City Market during the years 1915, 1916, and 1917. The collections made during these years being as follows:

Collected rents for stands in 1915.....	\$32,325.65
Collected curb fees in 1915.....	4,002.75
Total	\$36,328.40
Collected rents for stands in 1916.....	\$38,956.55
Collected curb fees in 1916.....	5,001.75
Total	\$43,958.30

The estimate for 1917 cannot be given complete for the reason that the standholder is given until May 1st next, in which to pay rent. It is estimated that the rents and curb fees for 1917 will amount to \$45,000. The fees already collected are:

Stands rentals	\$32,557.20
Curb fees	6,445.00
Total	\$39,002.20

There are still outstanding uncollected rents to the amount of about \$6,000.00.

FIRE DEPARTMENT

The record made by the Fire Department under Chief Johnson has been a remarkable one. There have been but four serious fires during the four years of this administration; Brannum-Keene Lumber Company on East Washington St., the Crescent Paper Company on South Pennsylvania St., the Acme Milling Company on West Washington St. and the Glaser Storage Company on East Market St.

The manner in which all of these fires were handled in keeping the damage within the limits of the building in which the fire originated shows that the organization maintained by Chief Johnson in the Fire Department was of the most efficient character.

It has been announced that Chief Johnson is to be removed from the head of the Department at the beginning of the incoming administration. It is to be regretted that political influence will cause the services of a man who has proven to be so efficient in the management of the Department to be lost to the business interests of the city.

POLICE DEPARTMENT

The efficiency of the management of the Police Department during the four years of this administration has been recognized by all of the business interests of Indianapolis. The organization of the department has been the most complete and efficient in the history of the city. Less crime has been committed, order has been maintained and the work of the department has been so efficient that Indianapolis is practically the only city that has been free from labor trouble, strikes or lockouts during the last four years.

PUBLIC IMPROVEMENTS BY DEPARTMENT OF PUBLIC WORKS

During this administration the vast amount of public improvements made has extended to every portion of the city.

TRACK ELEVATION

I promised that the steam railroad tracks of the city should be elevated in such manner as to save the main thoroughfares of the city at their natural street level and free from unsightly tunnels. This promise has been kept. Every railroad entering the city has signed the modified track elevation contract and the work of the elevation of the tracks is now well upon its way. The railroad officials inform me if not interrupted track elevation will be completed within the coming two years.

FLOOD PREVENTION WORK

I promised the people that I would build a flood levee and boulevard at an estimated cost of \$1,500,000.00.

My statement as to the cost was ridiculed by many who claimed it would cost more than \$5,000,000.00, and would bankrupt the city to accomplish what I had promised. The great flood levee and boulevard running along the west bank of White River from Riverside Park to the Belt Railroad at the south, has been completed, at a cost less than the original estimated, the actual cost being \$1,350.00. The completion of the plans for the elevation of the steam railroad tracks and the construction of this flood levee and boulevard are perhaps the two greatest engineering propositions ever accomplished in this state.

POGUES RUN DRAIN

I promised the people that the unsightly Pogues Run should be converted into a concrete drain as the first step in the great scheme for track elevation. In the completion of this work a saving was made to the taxpayers of almost a half million dollars.

STREET LIGHTING

I promised that the streets of the city should be better lighted and that a new contract at a reduced price should be made during my administration. The lighting contract entered into between the city and the Merchants Heat and Light Company provides for the complete lighting of the city at a cost per light less than that which has been obtained by any city in the United States. The old contract provided for the lighting of the city at a cost of \$74.00 per year for each arc light. Under the new contract an arc light of almost double the lighting power was provided for

at a cost of \$41.98 per light. Under this contract a saving of more than \$750,000 was made for the city even upon the basis of the lights in existence under the old contract. With the increased number of lights added since, the saving to the city will be more than a million dollars under the new contract.

Previous to this contract the business streets of the city had been lighted by cluster lights at the expense of the merchants doing business upon the streets. Under the new lighting contract the merchants were relieved of this expense and the business districts of the city have been lighted by standard lights established along the curb and paid for by city funds. Many of the main thoroughfares leading through the residence portions of the city have also been lighted with standard lights, greatly adding to the beauty of the streets and the convenience of the public.

STREET SIGNS

When I entered office there was scarcely a street in the city where the street signs giving the names of the streets were maintained. I promised that these signs should be immediately erected. Practically every street in the City of Indianapolis today has a street sign either attached to the electric lighting poles or upon a standard where the same can be plainly seen by persons using the streets.

REROUTING OF STREET CARS

I promised that there should be a rerouting of the street cars of the city so as to relieve the congested condition of the downtown district. The rerouting of the cars has been established in such manner as not only to relieve the congested condition and to broaden the retail district of the city but at the same time not do injury to those business houses and those investments that had been established along the congested lines over which the street cars had previously been compelled to pass. I am very glad to say that this rerouting of the street cars was accomplished without one dollar of cost to the city, the plan being worked out by City Engineer Jeup. The change required the expenditure of many thousands of dollars upon the part of the Street Railway Company in the construction of new track and special work at crossings. In other cities similar to Indianapolis where an attempt has been made to reroute the street cars an expenditure of many thousands of dollars was made in the employment of experts and theorists before a plan could be worked out. Indianapolis has accomplished this practical result without the aid of any experts outside of the engineer's office.

PARKING AUTOMOBILES

I promised that the congested and intolerable condition resulting from the continued and miscellaneous parking of automobiles along the curbs of the business districts of the city should be relieved. This promise has been kept and the ordinance and regulations adopted concerning the parking of automobiles has prevented congested condition in the downtown districts without serious inconveniences to the users of automobiles.

TRAFFIC REGULATIONS

I promised that new methods of handling the crowded traffic in the downtown district should be established. Safety Zones marked by standards connected with chains where people can wait with safety for street cars have been established and this method of handling traffic has been

shown to be so practical that the system established in this city has been adopted by many other cities of the country.

STREET REPAIR AND STREET CLEANING

I promised that the streets of the city, which on account of lack of repair and lack of cleaning, were in a deplorable condition, should be kept clean and in repair. I call the attention of the public to the fact that today the streets of this city are in better condition than ever known at this season of the year. The streets have been kept clean up to the time of the falling of the heavy snows which prevented work upon them during the past few weeks. The Street Commissioners Department under the management of Street Commissioner Holl has rendered most excellent service to the public. The Street Cleaning Department under Superintendent Rochford has been so efficiently managed that the streets of the city notwithstanding the increased cost of labor and increased cost of material of every kind have been cleaned at a less cost price per mile than was ever done in this city. By the addition of the great shelter barn at the City Street Cleaning plant at the corner of Shelby and Sanders Streets, all of the apparatus for cleaning the streets of the city is now kept in constant repair and is sheltered from exposure to the weather.

A comparison of the cost per mile for cleaning the improved streets of the city during the past twelve years will be of interest to the taxpayers and will show the economy and efficiency of the management of the street cleaning department.

In making the comparison credit should also be given to the management of Superintendent Rochford for the reason that prior to 1914 the cost of labor in the department was 22½ cents per hour while in 1917 wages had been increased until laborers were paid 30 cents an hour. It should also be borne in mind that in 1917 the cost of hay, oats and corn used in the department was almost double what it had cost in previous years.

The following table shows the number of miles of improved streets cleaned, the cost of equipment added, the total cost and cost per mile during the years beginning 1906 and ending with 1917.

Years	Miles	Cost of new equipment	Total cost	Cost per mile
1906	111.81	\$13,578.01	\$ 82,179.40	\$734.99
1907	146.96	10,925.50	93,600.00	636.90
1908	156.00	6,608.70	108,384.81	694.77
1909	176.58	4,515.19	115,478.49	653.97
1910	180.59	1,553.89	108,345.89	599.95
1911	188.51	2,051.72	114,938.84	609.72
1912	205.77	2,835.01	128,098.55	622.53
1913	246.86	1,625.91	104,308.21	429.50
1914	256.83	6,568.22	140,218.08	545.95
1915	274.83	7,712.88	151,953.82	552.90
1916	292.53	7,286.70	152,719.67	522.06
1917	322.03	6,079.42	149,987.13	464.36

In connection with the low cost indicated for cleaning the streets in 1913, it must be borne in mind that early in October of that year street cleaning was practically abandoned and the streets were left uncleaned during the last three months of that year.

PUBLIC IMPROVEMENTS

In the matter of public improvements more streets have been improved, more sidewalks have been built and more sewers constructed under the four years of this administration than under any two previous administrations.

Streets, sidewalks and sewers built under this administration if laid out on one continuous line would extend a distance of 281 miles, more than the entire length of the State of Indiana. The total cost of these three classes of improvements amounted to \$4,766,477.94. They are as follows:

Asphalt roadway -----	54.94 miles	Cost \$1,974,067.64
Bituminous concrete roadway -----	11.05 miles	Cost 388,382.47
Brick roadway -----	12.74 miles	Cost 306,527.37
Creosoted block roadway -----	0.25 miles	Cost 17,497.35
Reinforced concrete roadway -----	1.53 miles	Cost 33,403.88
Sidewalks -----	73.99 miles	Cost 378,412.72
Gravel roadways -----	58.08 miles	Cost 403,667.63
Sewers -----	68.91 miles	Cost 1,264,518.88
Total -----	281.49 miles	\$4,766,477.94

The above improvements were made by the Board of Public Works.

In addition to these improvements those made by the Park Board Department of the city amounted to \$594,177.50.

IMPROVEMENTS MADE BY STREET RAILWAY CO.

During this administration the Traction & Terminal Company has reconstructed and re-paved more than 25 miles of track located upon city streets. Extensions of new tracks were made upon Minnesota Street and West Tenth Street, petitions for which had been presented by the people living in these localities for several years prior to this administration. Extensions were also made in Indiana Avenue, Alabama Street from Market to Washington and many intersections were rebuilt. The policy of permitting the streets to be improved without improving the space used by the tracks of the Street Railway Company was discontinued at the beginning of this administration, and wherever new improvements were made the Company was compelled to improve the space between the tracks at the same time.

NEW WATER CONTRACT

During the summer of 1916 the city entered into a contract with the Indianapolis Water Company securing thereby a reduction of the water rates for the people of the city. In addition to the reduction of the water rates many other benefits were secured for the city. Principal among these additional benefits was the provision which required the Company to cover the Canal from Washington Street to New York Street, and to improve and beautify the remaining portion of the canal extending from New York Street to Broad Ripple. The Company was required to build new bridges at many of the principal streets in the city. The Company was also required to give free water to the city for all the departments thereof; to give to the city a free bathing beach running the entire length of Military Park now called Camp Sullivan, which would have furnished a place for pleasant recreation for thousands of persons living in this congested portion of the city. The city would have received about 100 acres of park land beginning at Indiana Avenue and Fall Creek and the Water Company was required to maintain the remainder of the lands owned by the Water

Company in such manner as to constitute a practical extension of Riverside Park from the southern limits thereof down to the City Hospital. In addition to this land was given for a boulevard 200 feet wide, extending from the Fall Creek bridge at Indiana Avenue to the Emrichsville bridge. Certain selfish interests sought in every way to prevent the approval of this contract by the Public Service Commission with the result that the Public Service Commission declined to take action upon the matter of the approval of the contract until after it had lapsed by its own terms. At the end of the hearing before the Public Service Commission it adopted the rate set forth in the city's water contract but most of the other benefits the city would have received were lost to the city by reason of the Public Service Commission's failure to approve the contract.

The loss to the city in not being able to secure the benefits of this contract would amount to more than a million dollars during the life of the contract.

PARK DEPARTMENT

The work done in the Park Department during the four years of this administration has been greater than that accomplished in any other two administrations. The practical results obtained and the improvements made have been especially great since the appointment of the present Board which has worked in entire harmony with all other departments of the city government. The cooperation of the new Park Board with the other city departments during the past two years has resulted in more practical work and the completion of more park and boulevard improvements than in any previous four year period of the city's park development.

By reason of this cooperation with the Department of Public Works the cost of the engineering work in the Park Department during the past two years has resulted in the saving of many thousands of dollars.

The construction of the new fountains and gardens in Garfield Park, the building and completion of the Burdsal entrance into Riverside Park, the completion of the Fall Creek Boulevard from Meridian Street past the Kahn property to Talbott Avenue, and the new approaches to Riverside bridge at 30th Street, are among the more important things accomplished by the Park Board in the last two years.

CITY PURCHASING AGENT

A new method of purchasing supplies for all the separate departments of the city government was adopted by this administration in the establishment of a City Purchasing Agent. Hubert S. Riley has filled this position and so efficient has been the service rendered by him that there has been a saving to the city during the year of nearly a hundred thousand dollars and in addition to the saving the quality of the supplies purchased has been of a much higher standard because of the system of close inspection maintained by him. It is to be regretted that the last General Assembly did not establish this as one of the regular departments required by the City Charter.

INCREASE IN PRICES

The increase in the price of everything the city is compelled to buy for the different departments had made it an exceedingly difficult thing to maintain the city upon the limited income provided by law. Not only has there been an increase of 33 1-3 percent in the cost of labor employed, but the increase in the prices of the various articles and provisions used in the different departments has been far greater, the increase in some instances being more than 100 per cent.

A comparison of the prices paid in 1916 and in 1917 shows the tremendous increase in the cost of maintaining the various departments of the city government. The following comparative statement shows a few of these increased prices:

	1916	1917
Coal—Indiana Lump—Price per ton.....	\$ 2.25	\$ 4.62
Coal—Screenings—Price per ton	1.90	4.10
Coal—Pocahontas Lump—Price per ton	4.20	7.25
Gasoline—Price per gallon19	.23
30x3½ U. S. Tire—Price each	12.10	15.35
Bridge lumber, 3½inch oak, per 1,000 ft.....	28.00	34.99
Asphalt (Barber) per ton	20.00	22.40
Hay, No. 1 Timothy, per ton	13.90	26.00
Oats, white, per bushel45	.70
Straw, per ton	8.50	12.50
Blankets, per pair	1.50	3.50
Creamery butter, per pound32	.42
Flour, Acme-Evans, per barrel	7.75	9.55

RECREATION DEPARTMENT

During the past year Charles C. Roth has held the position of Recreation Commissioner. He has made a great record as head of this department.

During the year he has maintained all of the recreation and playground features of previous years and his management has been so efficient and business like as to please all who patronize the department. During the year he has added permanent improvements to the amount of \$22,682.63. He purchased the property for the new playground upon Greer Street. A beautiful tract was added for a swimming pool and playground upon West Tenth Street at King Avenue where the new street car line has been extended. He has caused to be erected a beautiful shelter house upon the new Riley Playground on the west band of White River at Oliver Avenue.

His work is in great contrast with that of Mr. Tutewiler, who was the first Recreation Commissioner. In the early part of this administration I caused Mr. Tutewiler to be removed from the Department. At that time the funds of the department had been exhausted and there were outstanding bills amounting to many thousands of dollars. One bill amounting to \$12,000 was presented by one of the contractors claiming to have done work in the department. Upon investigation this claim was found to be wholly without merit and was disallowed.

Although the many permanent improvements added during the past year amounted to \$22,682.63, there is still a balance in the treasury at the close of the year of \$18,572.44.

LEGAL DEPARTMENT

The many great problems handled by this administration has made the work of the Legal Department extremely heavy. During the past two years all of the departments of the city were required to place all legal matters in the hands of the Legal Department. Heretofore, the Park Department and Health Department had separate attorneys which was a useless expense to the city. The result of this cooperation shows that all legal matters should be attended to by the Legal Department.

During this administration the Legal Department has caused a complete codification of all the ordinances of the city. Many obsolete ordinances were repealed and all others that were impractical were rewritten so as to

make them applicable to the conditions of the city as they are today.

During the administration of Mayor Shank the Legal Department disposed of 163 cases at a cost of \$42,142.27. During this administration this department disposed of 524 cases at a cost of \$35,234.99, or nearly three and one-half times as many cases, at an expense of nearly \$7,000.00 less than the previous administration.

BUILDING DEPARTMENT

The Commissioner of Buildings has conducted his department in a manner that has been of great benefit to the building development and improvement of the city. It is to be regretted that the Building Code which is impractical in some regards could not have been re-written during his time in office, but the work of his department was so heavy and the number of assistants so limited that it was impossible to complete this work.

HEALTH DEPARTMENT

The management of the Health Department has been most excellent under the Commissioners that constitute the Board in control of that department. The great value of the work done by them is shown by the fact that during the past four years the spread of contagious diseases was kept at all times under absolute control. The work of Dr. Morgan, Secretary of the Board of Health, has been of great value to the people of the city.

CITY HOSPITAL

Under the management of Dr. Thomas L. Sullivan, Superintendent of the City Hospital, splendid results have been obtained in that institution. A great number of cases have been cared for at a less cost during this administration than at any other time in the management of the institution. The New York Municipal Research Bureau paid the highest compliment to Dr. Sullivan's management.

DEPARTMENT OF PUBLIC WORKS

The Board of Public Works and City Engineer Jeup have made a record in the matter of public improvements during this administration never equaled before and which will not be equaled in many years to come. New improvements have extended everywhere. Their track elevation work when completed will be of inestimable value, not only to the shipping interests of the city but to the South Side of Indianapolis, which on account of being then united with the northern portion of the city and the danger of street crossings removed, the tendency of the wealthier class of citizens to move to the North side will cease and the value of real estate in the southern portion of the city will be greatly enhanced.

With the completion of the great flood levee and boulevard the western portion of the city has become the center of factory and business activities. There is scarcely a vacant house to be found in that portion of the city and with the boulevard along the top of the levee they are given direct connection with the park system of the city.

In the matter of street improvements and sewer construction, the great northern portion of the city extending to Broad Ripple which prior to this administration was used principally for farming purposes has now become valuable platted city property. Indianapolis has grown and developed in every direction, not only to the north and west but to the east and south as well. The people of this city owe an everlasting debt of gratitude to the members of the Board of Public Works and City Engineer Jeup for the services rendered by them.

MUNICIPAL GARAGE

One of the valuable additions added to the business management given by the Board of Public Works was the Municipal Garage. At the beginning of this administration the automobiles belonging to the city were found standing at the curb in various streets of the city and practically every one of them unfit for use. Under this administration the new garage building was extended so as to provide shelter for all the automobiles used in the different city departments and these automobiles were required to be turned in to the Municipal Garage for inspection and repair at the close of each day's business. The result has been that the automobiles of the city which have been in use for more than three years have been kept in constant repair and are ready for practical use every day. Mr. Hensel, who has charge of the Municipal Garage and the work of repair upon the cars, has proven to be a most valuable man in that department.

STABLE FOR TRAFFIC HORSES

At the beginning of this administration the horses used by the mounted police were scattered in the various portions of the city, some in private stables and some kept in different fire houses, with practically no supervision over their care and management. The Board of Public Works erected a new stable adjoining the Municipal Garage for the horses used by the mounted police, and all are now kept at this place.

CITY'S FINANCIAL CONDITION AT BEGINNING AND CLOSE OF
BELL ADMINISTRATION

The financial condition of Indianapolis has been misrepresented so often that I take this opportunity of informing the taxpayers of the city as to the real condition.

CITY PROPERTY

At the close of my administration I have caused each department to prepare and file with me an inventory and appraisal of the property belonging to Indianapolis. The result shows the value of the city's property to be as follows:

DEPARTMENT OF PUBLIC WORKS

	Valuation
Board of Public Work's office inventory-----	\$ 3,633.51
City Engineer's Department -----	42,056.30
Street Commissioner's Department -----	54,917.30
Street Cleaning Department -----	32,571.37
Bond Clerk -----	1,542.65
Municipal Garage -----	11,104.76
Tomlinson Hall -----	4,282.38
) Buildings -----	1,778,000.00
Real Estate) Lots and Lands -----	1,097,077.00
) Sellers Farm -----	89,400.00

DEPARTMENT OF PUBLIC SAFETY

Fire Department, equipment and furnishings -----	347,923.90
Police Department, equipment and furnishings -----	49,579.27
Office Commissioner of Buildings -----	1,022.05
Office Inspector Weights and Measures -----	2,370.00

DEPARTMENT OF HEALTH AND CHARITIES

Board of Health's office, furnishings and fixtures.....	7,529.58
Hospital furnishings and equipment	123,050.18
Recreation Department, equipment and furnishings, including real estate in department	45,995.00

DEPARTMENT OF PUBLIC PARKS

Tools, equipment and supplies	148,936.23
Real estate in Park Department	5,229,360.61

DEPARTMENT OF PUBLIC SANITATION

Records and equipment	192.99
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PURCHASING AGENCY

Office furniture and equipment	796.73
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Total

	\$9,071,351.81
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The inventory above referred to contains a complete list of all the articles owned by the city in each department, all being set forth in detail in the inventory.

The valuation fixed upon the city's property by the appraisers is conservative in the extreme and shows the total valuation of the city's property to be \$9,071,351.81.

In this connection I wish to acknowledge the city's gratitude to Mr. Adolph Scherrer and Mr. George Wolf, who made the appraisement of the city's real estate and supplies, contributing their services without charge to the city.

CITY FINANCES

When the present administration began January 5th, 1914, the City Treasury was empty and there were outstanding unpaid bills amounting to approximately \$100,000.00.

General demoralization was found in practically all the departments of the city.

The street repair and street cleaning departments were found to be almost total wrecks; the apparatus in each was practically worthless and had to be rebuilt before work of caring for the streets could begin.

This was the condition of city affairs at the beginning of this administration.

It was necessary to make a temporary loan to carry on the city's business until the first taxpaying time in the following May. On account of the city's limited income it has been necessary at all times and will be in the future, necessary to make temporary loans at the beginning of each half of the year in anticipation of the revenues which come in at the regular taxpaying time in May and November, unless the law is violated and the track elevation fund and city trust funds are used for general purposes.

BALANCE IN CITY TREASURY

At the close of this administration we will turn over to the incoming administration a balance of \$170,143.54 in the city's general fund, of which amount approximately \$85,000.00 is available for general purposes.

INCREASED COST

The increased cost of everything the city has been compelled to buy, the increase in wages, the increase in the membership of the Police and Fire Department, the cost of the city election which amounted to over \$50,000.00, has made it extremely difficult to maintain the city government upon its limited income during 1917. The falling off of revenues from liquor licenses alone during the year amounted to more than \$100,000.00. The strictest economy has been practiced in every department but the efficiency of the work done in all departments has at no time been impaired. The results obtained in 1917 were greater than in any year of the present administration.

CITY FUNDS

At the close of this administration we will turn over to the incoming administration the following balances in the city funds:

City General Fund, balance for general purposes-----	\$ 85,000.00
City General Fund, Bond Account, balance-----	85,143.54
City Sinking Fund, balance -----	483,251.34
Flood Prevention Sinking Fund, balance-----	49,075.58
Park Fund (Including Dists.) balance -----	55,530.01
Board of Health Fund, balance -----	25,994.51
School Health Fund, balance -----	6,447.96
Track Elevation Fund, balance-----	215,168.80
Recreation Fund, balance -----	18,572.44
Department of Sanitation, balance -----	1,076.27
Total -----	<u>\$1,025,260.45</u>

CITY'S BONDED DEBT AND REMAINING BOND MARGIN

When this administration began the total property listed for taxation within the limits of the city amounted to-----\$229,720,140.00

The bond limit of the city based upon the 2 per cent of this valuation amounted to ----- 4,594,402.80

At that time the outstanding bonded indebtedness of the city amounted to ----- 3,609,300.00

To determine the bond margin of the city the amount of money in the City Sinking Fund should be deducted from the bonded indebtedness, the amount in the City Sinking Fund being ----- 207,874.65

Therefore the actual bond margin at the beginning of this administration was ----- 1,192,977.45

CITY'S PRESENT BOND LIMIT

At the close of the present city administration the total valuation of all property listed for taxation within the limits of the city as estimated by the Assessor is----- 260,000,000.00

The city bond limit based upon 2 per cent the valuation amounts to ----- 5,200,000.00

BONDS PAID BY BELL ADMINISTRATION

During the present administration the city paid off outstanding city bonds to the amount of----- ,244,800.00

Deducting the amount of bonds so paid from the \$3,609,300.00 of bonded indebtedness outstanding at the beginning of this administration leaves a balance of----- 3,364,500.00

BONDS ISSUED BY PRESENT ADMINISTRATION

The great amount of public improvements made during this administration, including Track Elevation, Pogues Run Drain, Flood Levee and Boulevard, Sutherland Avenue wall along Fall Creek, removing obstructions from White River, the Meridian Street bridge, the bridge across Pogues Run at Michigan Street and across Pleasant Run at Madison Avenue, the partial payment upon the Kahn property, and the building of the roadway of Pendleton Pike to provide a suitable roadway to Fort Benjamin Harrison, made it necessary to issue bonds to help pay for this work.

CITY BOND MARGIN NOW AVAILABLE

While the public improvements made under this administration have amounted to several millions of dollars, bonds have been issued only to the amount of----- 1,590,460.00

Total bonded indebtedness of city Jan. 1, 1918-----\$ 4,954,960.00
 From this amount should be deducted the amount now in the City Sinking Fund, which amount is----- 483,251.34
 This leaves a balance of -----\$ 4,471,708.66
 To ascertain the actual bond margin of the city yet remaining this net amount of \$4,471,708.66 should be deducted from \$5,200,000.00, the total bond limit of the city, this leaving at the close of this administration an actual city bond margin of -----\$ 728,291.34

BONDS ISSUED BY PREVIOUS ADMINISTRATIONS

All city administration have been compelled to issue bonds to provide for public improvements and the equipment of various departments of the city government.

A comparison of the bonds issued by the present administration with those issued by the two previous administrations will be of interest to the taxpayers.

BONDS ISSUED BY BOOKWALTER ADMINISTRATION

City Hospital Bonds -----\$ 100,000.00
 City Hall Bonds ----- 900,000.00
 Refunding Bonds ----- 40,000.00
 Total -----\$ 1,040,000.00

BONDS ISSUED BY SHANK ADMINISTRATION

Fire Protection Bonds -----\$ 200,000.00
 City Hospital Bonds ----- 110,000.00
 Fire Headquarters and City Garage----- 75,000.00
 Flood Bonds ----- 150,000.00
 Total -----\$ 535,000.00

BONDS ISSUED BY BELL ADMINISTRATION

Flood Prevention, Levee and Boulevard.....	\$ 778,460.00
Track Elevation, including Pogues Run Drain.....	350,000.00
Bridges	169,000.00
Fire Protection (New Engine House and Equipment....	90,000.00
Sutherland Avenue Wall	45,000.00
River Improvement (Removing obstructions, etc.).....	63,000.00
Park Purchase	20,000.00
Fort Harrison Roadway (Pendleton Pike).....	75,000.00
Total	\$ 1,590,460.00

IMPROVEMENTS MADE BY BOOKWALTER ADMINISTRATION

Under the Bookwalter administration bonds to the amount of \$1,040,000.00 were issued and the principal improvement made was the erection of the City Hall.

IMPROVEMENTS MADE BY SHANK ADMINISTRATION

Under Shank's administration bonds to the amount of \$535,000.00 were issued and the principal improvements made were the erection of the new fire headquarters, a small building to be used as a city gagare, some new apparatus for the Fire Department and \$110,000.00 was used for improvements at the City Hospital.

IMPROVEMENTS MADE BY BELL ADMINISTRATION

Under the present city administration bonds were issued to the extent of \$1,590,460.00, although the public improvements made to which these bonds were applied, cost several millions, the balance being paid from taxes levied for these improvements.

PROCEEDS OF BONDS APPLIED TO IMPROVEMENTS AS FOLLOWS:

1. Pogues Run Drain running from New York Street to White River, and which constitutes the principal portion of the city's share of track elevation, cost, including extras....	\$ 1,087,106.79
2. White River Flood Levee and Boulevard running from Riverside Park upon the north to the Belt Railroad at the south, cost	1,250,852.04
3. New Meridian Street bride across Fall Creek.....	154,757.50
4. The extension at the west end of Washington Street bridge across White River, cost.....	108,871.46
5. Michigan Street bridge across Pogues Run, cost.....	18,925.85
6. Madison Avenue bridge across Pleasant Run, cost....	2,881.86
7. New motorized equipment for Fire Department, cost..	66,616.15
8. New Engine House on East New York Street and Sherman Drive, cost	15,522.00
9. New Engine House on Shelby and Kelly Streets, cost..	15,398.00
10. Sutherland Avenue Flood Wall along Fall Creek from College Avenue to 30th Street, cost.....	89,337.10
11. Removal of obstructions and encroachments from the bed of White River south of Washington Street, cost.....	11,126.00
12. Part payment of Kahn property by the Park Board for the completion of the Fall Creek Boulevard.....	20,000.00

13. Improvement of Massachusetts Avenue or Pendleton Pike for the purpose of making a proper roadway to Fort Benjamin Harrison -----	75,000.00
14. Flood protection work east end of Washington Street bridge across White River, consisting of flood protection wall extending from Washington Avenue to the Kingan Plant, including purchase of property between Washington Street and Washington Avenue, and the extension of Blake Street south of Washington Street, cost-----	51,873.12
15. Fall Creek Flood Wall, on south side of Fall Creek from Illinois Street to Talbott Avenue-----	113,300.00
16. Land purchased for lengthening of New York Street bridge over White River -----	4,000.00
Total -----	\$ 3,035,567.87

RECOMMENDATIONS

I cannot close this report without calling attention to a few things that should receive the immediate attention of the incoming administration.

CITY HOSPITAL UNIT FOR CONTAGIOUS DISEASES.

Immediate steps should be taken to erect a new unit at the City Hospital, a part of which should be set aside for the treatment of contagious diseases. For many years past the means provided for caring for those who are afflicted with contagious diseases have been wholly inadequate and today are so unsanitary as to be almost inhuman. My attention was called to this condition a few weeks ago and I had in mind recommending a bond issue of \$100,000.00 to begin the work of erecting a new unit for this purpose. However, on account of the war conditions the matter of the sale of bonds became so uncertain that I deemed it best to leave this matter for the incoming administration. I hope immediate steps will be taken to the end that before another year lapses a new unit will be added to the City Hospital in which all persons afflicted with contagious diseases can be treated without being exposed to other contagious diseases while at the Hospital.

CROWN HILL CEMETERY.

Among the important improvements made under this administration is the Maple Road or Thirty-eighth Street Boulevard running from Fall Creek on the east to Northwestern Avenue on the west. The construction of this beautiful driving boulevard has resulted in many beautiful residences being erected in the northern portion of the city. This boulevard will in time be extended to the west across White River and will connect with the boulevard running south along the west side of Riverside Park.

The board having in charge the management of the Crown Hill Cemetery showed a splendid spirit of civic pride in the construction of the beautiful fence where Crown Hill Cemetery joins the boulevard. However, the management of Crown Hill Cemetery has now prepared to extend the the Crown Hill burying ground to the north, running from the Thirty-eighth Street Boulevard almost to Fairview Park and the Canal.

PROHIBIT NEW BURYING GROUNDS.

The establishment of this new burying ground within the limits of the city and the extension of Crown Hill Cemetery north of the Thirty-eighth Street Boulevard will prove to be one of the most serious obstacles in the way of the future growth and development of the City of Indianapolis.

The natural growth and development of the more valuable portion of the city is toward the north, and if the Crown Hill Cemetery Association is permitted to establish a new burying ground immediately upon the north side of the Thirty-eighth Street Boulevard it means the establishment of a perpetual obstacle in the pathway of the city's growth.

The Board of Managers of Crown Hill Cemetery should be asked to abandon their plan to lay out this new burial ground in the pathway of the city's growth, and if their civic pride in the future growth and development does not cause them to voluntarily change their plans and save this part of the city for residence purposes, then an ordinance should be passed or a State law enacted, if necessary, to prohibit the Crown Hill Cemetery Association from establishing this new burying ground at the place now being prepared for the same.

When Crown Hill Cemetery was originally laid out it was several miles beyond the limits of the city. It was not anticipated at that time that the growth of the city would ever surround the cemetery. But the development of the city has been so fast that it has gone beyond the expectations of the most enthusiastic believers in the city's growth.

NEW BURYING GROUND SHOULD BE TEN MILES FROM CITY.

When Crown Hill Cemetery was established the means of transportation were slow, horses being used entirely in connection with funeral services; but to-day, with the automobile as the means of travel, a cemetery located ten miles from the corporate limits of the city would be just as easy of access under these new methods of travel as the original Crown Hill Cemetery was at the time of its establishment.

I earnestly hope the incoming administration will take steps to prevent the establishment of this everlasting obstacle in the pathway of the city's growth and development. The principal crosstown boulevard of the city should not be made to run through a graveyard. The north side of this boulevard opposite the Crown Hill Cemetery should be reserved as a place for building beautiful homes.

REMOVAL OF JOGS FROM STREETS.

There are many jogs found in our principal streets both in the north and southern portion of the city, and especially at Sixteenth Street and Twenty-second Street, where, on account of the old method of street platting not being supervised by city officials, many dangerous offsets and jogs are found in the street. Among the most dangerous places are the following: Illinois Street at Sixteenth Street; Pennsylvania Street at Twenty-second Street, and New Jersey Street at Tenth Street. Immediate steps should be taken to condemn sufficient ground at these intersections to remove the dangerous offsets now found therein. It will cost some money because of the necessary destruction of the buildings which have been built upon the corners of these irregular jogs, but, no matter what it may cost, the added beauty to the city that will follow and the safety and convenience to the public using these highways will many times exceed the cost of this change.

SEWAGE DISPOSAL PLANT.

It is to be regretted that the Legislature of 1915 did not pass the bill that was recommended by City Engineer Jeup for the establishment of a City Sewage Disposal Plant. If it had been done this plant would now be completed and Fall Creek and White River would be relieved from the vile sewage which is cast into them by the city sewers. At that time the

plant could have been built for one-half what it will cost to-day. This bill in the Legislature was defeated because of the bitter opposition of a powerful influence in this city which sought in every way to interfere with and prevent any new improvement undertaken by my administration. But the people generally are the sufferers from this selfish opposition and the people will in the end be compelled to pay the added cost. Its selfish influence has cost the people of this city untold sums of money.

The last General Assembly did enact a law recommended by the City Engineer providing for the building of a Sewage Disposal Plant, but the financial conditions which now prevail make the matter of the time when this great needed work can be done a very doubtful matter.

CO-OPERATION OF DEPARTMENTS.

At the close of my administration I wish to thank the members of the various boards and heads of the departments who had charge of the affairs of the city for the splendid service rendered by them and splendid co-operation in their work with each other. The practical results obtained from the co-operation of these different departments shows the value of a centralized form of government in the management of city affairs. There should be no such thing as separate independent departments in the conduct of the city's affairs. The tendency to establish separate departments with independent tax-levying powers will prove to be, in the end, a heavy financial burden to the people of the city and will not bring the best results.

THE NEW ADMINISTRATION.

The new administration will be called upon to find a solution for two problems presented by the increase in the salaries of the members of the Police and Fire Departments, which increase amounts to about \$200,000.00 annually, the ordinance therefor having been passed over my veto, and the loss of revenue on account of abolishing retail liquor licenses. The revenue heretofore received from liquor licenses amounted to \$300,000.00 annually. During the year 1917 the revenue from this source fell off to the extent of \$108,000.00. The loss of this part of the liquor license revenue was, however, provided for in the budget for 1918, adopted by the Common Council last September. The new administration will therefore only have to deal with the question of the loss of the remaining \$192,000.00 from liquor licenses which will take place in the present year of 1918.

In a few days a new Mayor will take charge of the affairs of this city. I ask all of the members of the boards and heads of the departments in my administration to give every possible aid to those who succeed them in the incoming administration. I hope that the people of this city will give their earnest support to the efforts of the new administration to the end that the best things possible may be done for Indianapolis.

Respectfully submitted,

J. E. BELL,

Mayor.

Mr. Porter moved that the report be received and placed in the record. Carried.

On motion of Mr. Porter the Common Council, at 7:55 o'clock
P. M., adjourned.

Edward P. Barry

President Pro Tem.

ATTEST:

Thomas A. Riley

City Clerk.

