

REGULAR MEETING.

COUNCIL CHAMBER, CITY OF INDIANAPOLIS, IND.

MONDAY, May 17, 1909.

The Common Council of the City of Indianapolis met in the Council Chamber, Monday evening, May 17, 1909, at 7:30 o'clock, in regular session, President Edward J. Stickelman in the chair.

Present: The Hon. Edward J. Stickelman, President of the Common Council, and 16 members, viz: Messrs. Brown, Cottey, Hamlet, Eppert, Neukom, Smither, Rhodes, Bangs, Hartmann, Portteus, Royse, Donavon, Sullivan, Hofmann, Wright and Henry.

Absent, 4, viz: Messrs. Wood, Davis, Uhl and Hilkene.

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

COMMUNICATIONS FROM THE MAYOR.

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS.
INDIANAPOLIS, IND., April 23, 1909.

To the President and Members of the Common Council:

GENTLEMEN: I return herewith with my approval the following ordinances:

General Ordinance No. 100, 1908. "An ordinance ratifying, confirming and approving a certain contract and agreement made and entered into on the 4th day of November, 1908, between the Indianapolis Water Com-

pany and the City of Indianapolis, by and through its Board of Public Works, for furnishing and supplying said City of Indianapolis, in her corporate capacity, with pure and wholesome water at all times, and fixing the time when the same shall take effect."

General Ordinance No. 108, 1907. "An ordinance requiring the Indianapolis Union Railway Company, whose tracks cross Morris street in the City of Indianapolis, Indiana, to erect and maintain safety gates for the protection of the public * * *, and fixing a time when the same shall take effect."

Appropriation Ordinance No. 2, 1909. "An ordinance appropriating the sum of \$2,546.51 to and for the use of the Department of Public Works, and fixing a time when the same shall take effect."

Appropriation Ordinance No. 14, 1909. "An ordinance providing for the appropriation of \$3,794.00 to and for the use of the Department of Public Works, and fixing a time when the same shall take effect."

Appropriation Ordinance No. 15, 1909. "An ordinance appropriating the sum of \$200.00 to and for the use of the Department of Finance, and fixing a time when the same shall take effect."

I have the honor to remain,

Yours very truly,

C. A. BOOKWALTER,
Mayor.

REPORTS FROM CITY OFFICERS.

From City Controller:

DEPARTMENT OF FINANCE,
OFFICE OF CITY CONTROLLER.
INDIANAPOLIS, IND., May 17, 1909.

To the President and Members of the Common Council:

GENTLEMEN: I herewith submit a communication from the Department of Public Works requesting an appropriation to purchase the lots and ground west of the City Hospital bounded by Maxwell, Coe, Wilson and Tenth streets. The superintendent of the City Hospital was given an option on said ground, calling for a \$9,000 cash payment and the last half of the taxes for the year 1908; such option, however, has expired.

Being heartily in favor of the purchase of said property, but believing that it can be obtained at a considerable less price, I herewith submit an ordinance providing for an appropriation of \$8,000 and recommend its passage.

Respectfully submitted,

GEO. T. BREUNIG,
City Controller.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., May 10, 1909.

George T. Breunig, City Controller, City:

DEAR SIR: As recommended by the Board of Public Health, we hereby request that you recommend to the Common Council the passage of an ordinance appropriating the sum of \$9,000 for the purchase of lots directly west of the City Hospital property.

Respectfully yours,

JOSEPH T. ELLIOTT,
P. C. TRUSLER,
F. J. MACK,
Board of Public Works.

From City Controller:

DEPARTMENT OF FINANCE,
OFFICE OF CITY CONTROLLER.
INDIANAPOLIS, IND., May 17, 1909.

To the President and Members of the Common Council:

GENTLEMEN: I herewith submit a communication from the Department of Public Works asking for an appropriation to pave the driveways, courts, etc., on the City Hospital grounds. The superintendent of the City Hospital submits an estimate showing that it will require \$6,221.35 in addition to the \$2,000 appropriation now available for such purposes.

Believing that this work is badly needed and should be properly done, I submit herewith an ordinance providing for the appropriation of \$6,500 and recommend its passage.

Respectfully submitted,

GEO. T. BREUNIG,
City Controller.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., May 10, 1909.

George T. Breunig, City Controller, City:

DEAR SIR: As recommended by the Board of Public Health, we hereby request that you recommend to the Common Council the passage of an ordinance appropriating the sum of \$6,500 for construction of roadways at the City Hospital.

Respectfully yours,

JOSEPH T. ELLIOTT,
P. C. TRUSLER,
F. J. MACK,
Board of Public Works.

From City Controller:

DEPARTMENT OF FINANCE,
OFFICE OF CITY CONTROLLER.
INDIANAPOLIS, IND., May 17, 1909.

To the President and Members of the Common Council:

GENTLEMEN: I herewith submit a communication from the Department of Public Works requesting an appropriation for the construction of an iron fence around the City Hospital grounds. The superintendent of the City Hospital submits an estimate of such work amounting to \$3,557.20.

I herewith submit an ordinance appropriating \$3,700 and recommend its passage.

Respectfully submitted,
GEO. T. BREUNIG,
City Controller.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., May 10, 1909.

George T. Breunig, City Controller, City:

DEAR SIR: As recommended by the Board of Public Health, we hereby request that you recommend to the Common Council the passage of an ordinance appropriating the sum of \$3,700 for the construction of an iron fence around the City Hospital grounds.

Respectfully yours,
JOSEPH T. ELLIOTT,
P. C. TRUSLER,
F. J. MACK,
Board of Public Works.

From City Controller:

DEPARTMENT OF FINANCE,
OFFICE OF CITY CONTROLLER.
INDIANAPOLIS, IND., May 17, 1909.

To the President and Members of the Common Council:

GENTLEMEN: I herewith present a communication from the Department of Public Works asking me to recommend an additional appropriation in the sum of \$25,000 for the maintenance and repair of unimproved streets.

As this request is made at the suggestion and with the approval of the Mayor, I herewith submit an ordinance providing for the appropriation asked for and recommend its passage.

Respectfully submitted,
GEO. T. BREUNIG,
City Controller.

May 17, 1909.]

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DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., May 7, 1909.

George T. Breunig, City Controller, City:

DEAR SIR: You are hereby requested to recommend to the Common Council the passage of an ordinance appropriating the sum of \$25,000 to the Streets Maintenance and Repair Fund.

Yours truly,

JOSEPH T. ELLIOTT,
P. C. TRUSLER,
F. J. MACK,
Board of Public Works.

From City Controller:

DEPARTMENT OF FINANCE,
OFFICE OF CITY CONTROLLER.
INDIANAPOLIS, IND., May 17, 1909.

To the President and Members of the Common Council:

GENTLEMEN: I herewith present a communication from the Department of Public Health and Charities requesting me to recommend the appropriation of \$2,000 to assist the Childrens Aid Association in their charitable work.

As this request fully meets with the approval of his honor, the Mayor, I herewith submit an ordinance providing for the appropriation asked for and recommend its passage.

Respectfully submitted,

GEO. T. BREUNIG,
City Controller.

DEPARTMENT OF PUBLIC HEALTH AND CHARITIES.
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., May 8, 1909.

George T. Breunig, City Controller, City:

DEAR SIR: I herewith enclose an ordinance asking for an appropriation of \$2,000 to the Childrens Aid Association to be expended in assisting the Childrens Aid Association of the City of Indianapolis in providing a supply of pure and wholesome milk and in maintaining baths and play grounds for children, and other work of such a character in behalf of the children of the City of Indianapolis.

Kindly present this at the next meeting of the Council.

Very truly yours,

E. D. CLARK,
President Board of Public Health.

From City Controller:

DEPARTMENT OF FINANCE,
OFFICE OF CITY CONTROLLER.
INDIANAPOLIS, IND., May 17, 1909.

To the President and Members of the Common Council:

GENTLEMEN: I herewith submit a communication from the Department of Public Works requesting me to recommend an additional appropriation of \$600.00 for the purchase of a site for a new fire station.

I herewith submit an ordinance providing for the appropriation asked for and recommend its passage.

Respectfully submitted,

GEO. T. BREUNIG,
City Controller.

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., May 14, 1909.

George T. Breunig, City Controller, City:

DEAR SIR: As suggested by the Board of Public Safety, we hereby respectfully request that you recommend to the Common Council the passage of an ordinance appropriating the sum of \$600 to be added to the appropriation of \$2,700 already made for the purchase of a site for a new fire station on the north side.

Respectfully yours,

JOSEPH T. ELLIOTT,
P. C. TRUSLER,
F. J. MACK,
Board of Public Works.

From Board of Public Works:

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., May 1, 1909.

To the President and Members of the Common Council:

GENTLEMEN: I am directed by the Board of Public Works to forward to you, for consideration and action thereon, the attached switch ordinance, granting to the Lake Erie & Western Railroad Company the right to lay and maintain a sidetrack or switch from the Lake Erie & Western Railway tracks across Thirtieth street.

Respectfully yours,

F. J. NOLL, JR.,
Clerk Board of Public Works.

From Board of Public Works:

DEPARTMENT OF PUBLIC WORKS,
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., May 1, 1909.

To the President and Members of the Common Council:

GENTLEMEN: I am directed by the Board of Public Works to forward to you, for consideration and action thereon, the attached switch ordinance granting to Frank E. Casady and Horace G. Casady the right to lay and maintain a sidetrack or switch from the Belt Railway tracks across the first alley east of the Belt Railway tracks.

Respectfully yours,

F. J. NOLL, JR.,
Clerk Board of Public Works.

From Board of Park Commissioners:

DEPARTMENT OF PUBLIC PARKS.
OFFICE OF THE BOARD.
INDIANAPOLIS, IND., May 17, 1909.

To the President and Members of the Common Council:

GENTLEMEN: At a regular meeting of the Board of Park Commissioners of the City of Indianapolis, held on the 14th day of May, 1909, at the office of said Board in said city, the following resolution was duly adopted by said board, pertaining to laying out and dividing the territory of said city into Park Districts, to-wit:

Be it Resolved by the Board of Park Commissioners of the City of Indianapolis, after due consideration of the convenience of the citizens of said city and of the administration of the Department of Public Parks of said City, That this board does hereby recommend that the Common Council of said City of Indianapolis, pursuant to an Act of the General Assembly of the State of Indiana approved March 5, 1909, pass an ordinance creating, fixing and defining the territory of said city into four Park Districts, to be known and designated as the North, East, South and West Park Districts respectively, in accordance with the boundaries of said four proposed Park Districts contained in the descriptions herein-after following:

That all the territory of said city within the following boundaries shall constitute the North Park District of said city, to-wit:

Beginning at the point of intersection of the center lines of Meridian street and New York street in said city, thence east along the center line of said New York street to its intersection with the center line of Massachusetts avenue in said city; thence northeasterly along the center line of said Massachusetts avenue to its intersection with the center line of Dearborn street in said city; thence northerly along the center line of Dearborn street to its intersection with the center line of Massachusetts avenue; thence northeasterly along the center line of said Massachusetts avenue, or said center line extended, to its intersection with the line fixing and defining the outside limits or corporation boundary of said city; thence in a northerly direction and along the line fixing the territorial limits or corporation boundary of said city, with its angles, courses and meanderings, to the point where it intersects the center line of the Crawfordsville Road in said city; thence in a southeasterly direction following the center line of said Crawfordsville Road to its point of inter-

section with the center line of Indiana avenue in said city; thence in a southeasterly direction along the center line of Indiana avenue to its intersection with the center line of New York street in said city; thence east along the center line of New York street to its intersection with the center line of Meridian street, the place of beginning.

That all the territory of said city within the following boundaries shall constitute the East Park District of said city, to-wit:

Beginning at the center of Monument Place within said city, thence north along the center line of Meridian street within said city to its intersection with the center line of New York street in said city; thence east along the center line of said New York street to its intersection with the center line of Massachusetts avenue in said city; thence in a northeasterly direction along the center line of said Massachusetts avenue to its intersection with the center line of Dearborn street in said city; thence north along the center line of said Dearborn street to its intersection with the center line of Massachusetts avenue; thence northeasterly along the center line of said avenue, or said line extended to its intersection with the line fixing and defining the territorial limits or corporation boundary of said city; thence southerly and following the line fixing and defining the said territorial limits or corporation boundary of said city, with its courses, angles and meanderings, to the point where it intersects the center line of Bethel avenue in said city; thence in a northwesterly direction along the center line of said Bethel avenue to its intersection with the center line of Churchman avenue; thence northerly along the center line of said Churchman avenue to its intersection with the center line of Prospect street in said city; thence west along the center line of said Prospect street to its intersection with the center line of Virginia avenue in said city; thence northwesterly along the center line of said Virginia avenue to its intersection with the center line of Pennsylvania street in said city; thence north along the center line of said Pennsylvania street to its intersection with the center line of Market street in said city; thence west along the center line of said Market street to the center of Monument Place, the place of beginning.

That all the territory of said city within the following boundaries shall constitute the South Park District of said city, to-wit:

Beginning at the center of Monument Place in said city, thence east along the center line of Market street in said city to its intersection with the center line of Pennsylvania street in said city thence south along the center line of said Pennsylvania street to its intersection with the center line of Virginia avenue in said city; thence southeast along the center line of said Virginia avenue to its intersection with the center line of Prospect street in said city; thence east along the center line of Prospect street to its intersection with the center line of Churchman avenue in said city; thence southerly along the center line of said Churchman avenue in said city to its intersection with the center line of Bethel avenue in said city; thence southeasterly along the center line of said Bethel avenue to its intersection with the line fixing and defining the outside territorial limits or corporation boundary of said city; thence southerly and continuing along the line fixing and defining the said territorial limits or corporation boundary of said city, with its courses, angles and meanderings, to the point where it intersects the center line of Kentucky avenue, or said line extended, in said city; thence northeasterly along the center line of said Kentucky avenue, or said line extended, to its intersection with the center line of Washington street in said city; thence east along the center line of said Washington street to its point of intersection with the center line of Meridian street in said city; thence north along the center line of said Meridian street to the center of Monument Place, the place of beginning.

And that all the territory of said city within the following boundaries shall constitute the West Park District of said city, to-wit:

Beginning at the center of Monument Place in said city, running thence south along the center line of Meridian street in said city to its intersection with the center line of Washington street in said city; thence west along the center line of said Washington street to its intersection with the center line of Kentucky avenue in said city; thence southwest along the center line of Kentucky avenue or said line extended in said city to its point of intersection with the line fixing and defining the outside territorial limits or corporation boundary of said city; thence northerly and continuing along the line fixing and defining the said outside territorial limits of said city, with its courses, angles and meanderings, to its intersection with the center line of the Crawfordsville Road; thence southeasterly along the center line of said Crawfordsville Road to its intersection with the center line of Indiana avenue in said city; thence southeasterly along the center line of said Indiana avenue in said city to its intersection with the center line of New York street; thence east along the center line of said New York street to its intersection with the center line of Meridian street in said city; thence south along the center line of Meridian street to the center of Monument Place, the place of beginning.

On call of the roll the following members of said board voted in favor of the foregoing resolution, viz.: Henry Jameson, Charles E. Coffin, John J. Appel and Ferd. L. Mayer.

HENRY JAMESON,
President Board of Park Commissioners.

LEROY E. SNYDER,
Secretary.

REPORTS FROM STANDING COMMITTEES.

From the Committee on Finance:

INDIANAPOLIS, IND., May 17, 1909.

To the President and Members of the Common Council:

GENTLEMEN: Your Committee on Finance, to which was referred General Ordinance No. 11, 1909, entitled "An ordinance transferring the unexpended balances in the City Dispensary appropriation for the Board of Public Health and Charities, and fixing a time when the same shall take effect," begs leave to report that it has had the same under consideration and recommends that Section 1 of said ordinance be amended so as to read as follows:

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That all the unexpended balances in each of the several items heretofore appropriated to the Board of Health and Charities for use in connection with the City Dispensary during the year of 1909 be, and the same are hereby transferred to and re-appropriated for the use of said board in the maintenance and operation of the City Dispensary: Provided, that all claims incurred by the City

Dispensary, and remaining unpaid at the time of the passage and taking effect of this ordinance, shall be paid out of the following accounts:

Emergency beds and attendants.....	\$ 650.00
Rent	1,250.00
Incidentals	400.00
Salaries	3,346.67
Water	100.00
Surgical supplies	400.00
Laundry	100.00
Printing and stationery	80.00
Telephones	60.00
Dry goods	130.00
Auto repairs and maintenance	500.00
Drugs	650.00
Groceries	40.00
Transportation	275.00
Tuberculosis	1,058.92

And when so amended that said ordinance do pass.

Respectfully submitted,

W. A. RHODES.
 FAY WRIGHT.
 H. C. SMITHER.
 JOHN L. DONAVON.
 W. O. BANGS.
 HARRY E. ROYSE.
 ALBERT E. COTTEY.

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

From the Committee on Finance:

INDIANAPOLIS, IND., May 17, 1909.

To the President and Members of the Common Council:

GENTLEMEN: Your Committee on Finance, to whom was referred Appropriation Ordinance No. 9, 1909, being "An ordinance appropriating the sum of \$12,000 to and for the use of the Department of Public Works, and fixing a time when the same shall take effect;" also a communication from the Controller, dated March 10, 1909, recommending that said appropriation should be increased to \$20,000, have had the same under consideration, and would recommend that said ordinance be amended to read as follows:

Appropriation Ordinance No. 9—1909: An ordinance appropriating the sum of \$14,000 to and for the use of the Department of Public Works, and fixing a time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the sum of fourteen thousand (\$14,000) dollars be and the same is hereby appropriated out of any funds in the city treasury not otherwise appropriated, to and for the use of the Department of Public Works. The sum herein appropriated to be expended as follows: Ten thousand (\$10,000) dollars for the construction of a bridge across the canal at Thirtieth street, in the City of Indianapolis, Indiana; and four

thousand (\$4,000) dollars for the construction of a bridge across Pleasant Run at Emerson avenue, in the City of Indianapolis, Ind.

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

And when said ordinance is so amended we would recommend that it do pass.

Respectfully submitted,

W. A. RHODES.
 FAY WRIGHT.
 H. C. SMITHER.
 JOHN L. DONAVON.
 W. O. BANGS.
 HARRY E. ROYSE.
 ALBERT E. COTTEY.

DEPARTMENT OF FINANCE,
 OFFICE OF CITY CONTROLLER.
 INDIANAPOLIS, IND., March 10, 1909.

Mr. W. A. Rhodes, Chairman Finance Committee:

DEAR SIR: At a regular meeting of the Common Council, held February 15th, I submitted a communication recommending the appropriation of \$12,000 to the Bridge Fund for the construction of two bridges, one across the canal at Thirtieth street and one over Pleasant Run at Emerson avenue. If you will refer to the communication from the Board of Works accompanying my said recommendation you will find that in the first paragraph of said board's communication the sum of \$12,000 is mentioned, while in the second paragraph of said communication they ask for the appropriation of \$20,000.

In preparing my communication to the Council I inadvertently took the \$12,000 set out in said communication as being the amount wanted. It was not my intention to cut the amount they asked for, and I, therefore, herewith notify you that at your next regular meeting I will send a communication to the Common Council recommending the appropriation of \$20,000, and requesting that Appropriation Ordinance No. 9 be amended in accordance therewith.

Regretting that this error occurred, I remain
 Your very truly,

GEO. T. BREUNIG,
City Controller.

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

From the Committee on Ordinances:

INDIANAPOLIS, IND., May 2, 1909.

To the President and Members of the Common Council:

GENTLEMEN: Your Ordinance Committee, to whom was referred Special Ordinance No. 3, 1909, being "An ordinance changing the names of certain streets in the City of Indianapolis, Indiana," beg leave to re-

port that we have had the same under consideration and would recommend that said ordinance do pass.

Respectfully submitted,

OTTO HOFMANN.
J. H. HAMLET.
JOHN L. DONAVON.

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

From the Committee on Railroads:

INDIANAPOLIS, IND., May 17, 1909.

To the President and Members of the Common Council:

GENTLEMEN: We, your Committee on Railroads, to whom was referred Special Ordinance No. 5, 1909, beg leave to report that we have had the same under consideration and would recommend that said ordinance do pass.

Respectfully submitted,

H. C. SMITHER.
ALBERT E. COTTEY.
THEO. PORTEUS.
WILLIAM J. NEUKOM.

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

From the Committee on Railroads:

INDIANAPOLIS, IND., May 3, 1909.

To the President and Members of the Common Council:

GENTLEMEN: We, your Committee on Railroads, to whom was referred General Ordinance No. 15, 1909, beg leave to report that we have had the same under consideration and would recommend that said ordinance do pass.

Respectfully submitted,

H. C. SMITHER.
ALBERT E. COTTEY.
THEO. PORTEUS.
WILLIAM J. NEUKOM.

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

INTRODUCTION OF APPROPRIATION ORDINANCES

By City Controller:

Appropriation Ordinance No. 16—1909: An ordinance appropriating the sum of \$8,000 to and for the use of the Department of Public Works, and fixing a time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the sum of eight thousand (\$8,000) dollars be, and the same is hereby appropriated to and for the use of the Department of Public Works, to be used by said department (or so much thereof as may be necessary) in the purchase of the lots west of the City Hospital grounds bounded by Maxwell, Coe, Wilson and Tenth streets.

SEC. 2. 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 Finance.

By City Controller:

Appropriation Ordinance No. 17—1909: An ordinance appropriating the sum of \$3,700 to and for the use of the Department of Public Works, and fixing a time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the sum of three thousand seven hundred (\$3,700) dollars be, and the same is hereby appropriated to and for the use of the Department of Public Works, to be used by said department (or so much thereof as may be necessary) in constructing an iron fence around the City Hospital grounds.

SEC. 2. 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 Finance.

By City Controller:

Appropriation Ordinance No. 18—1909: An ordinance appropriating the sum of \$6,500 to and for the use of the Department of Public Works, and fixing a time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the sum of six thousand five hundred (\$6,500) dollars be, and the same is hereby appropriated out of any moneys in the city treasury not otherwise appropriated, to and for the use of the Depart-

ment of Public Works, the sum herein appropriated (or so much thereof as may be necessary) to be used by said department in constructing drive-ways, courts, cement paving, grading, sodding and seeding in and upon the City Hospital grounds.

SEC. 2. 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 Finance.

By City Controller:

Appropriation Ordinance No. 19—1909: An ordinance providing for the appropriation of \$600.00 to and for the use of the Department of Public Works, and fixing a time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the sum of six hundred (\$600.00) dollars be, and the same is hereby appropriated out of any funds in the city treasury not otherwise appropriated, to and for the use of the Department of Public Works, the sum herein appropriated to be added to and form a part of the unexpended balance of the appropriation heretofore made for the purchase of sites for two new fire stations.

SEC. 2. 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 Finance.

By City Controller:

Appropriation Ordinance No. 20—1909: An ordinance appropriating the sum of \$2,000 to and for the use of the Department of Public Health and Charities, and fixing a time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the sum of two thousand (\$2,000) dollars be, and the same is hereby appropriated out of any moneys in the city treasury not otherwise appropriated, to and for the use of the Department of Public Health and Charities, to be expended by such department (or so much thereof as said department may deem necessary) in assisting the Childrens Aid Society of the City of Indianapolis in its work of caring for the health of children, in providing a supply of pure, wholesome milk and food, in maintaining baths and play grounds for children, and other work of such character in behalf of the children of the City of Indianapolis.

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

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

By City Controller:

Appropriation Ordinance No. 21—1909: An ordinance providing for the appropriation of \$25,000 to and for the use of the Department of Public Works, and fixing a time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the sum of twenty-five thousand (\$25,000) dollars be, and is hereby appropriated out of any moneys in the city treasury not otherwise appropriated, to and for the use of the Department of Public Works, the sum herein appropriated to be added to and form a part of the regular appropriation known and designated as "Street Maintenance and Repairs Not Permanently Improved."

SEC. 2. 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 Finance.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.**By Board of Public Works:**

General Ordinance No. 16—1909: An ordinance approving a certain contract granting to Frank E. Casady and Horace G. Casady the right to lay and maintain a sidetrack or switch from the Belt Railway tracks across the first alley east of the Belt Railway tracks, according to blue print attached, in the City of Indianapolis, Indiana.

WHEREAS, Heretofore, to-wit: on the 21st day of April, 1909, Frank E. Casady and Horace G. Casady (partners trading as Casady Coal Company) filed his petition before the Board of Public Works of the City of Indianapolis, as follows:

PETITION.

To the Board of Public Works, City of Indianapolis:

GENTLEMEN: The undersigned owners of real estate described as follows: Lot No. 1 in S. E. Perkins' Sherman Drive Addition to the City of Indianapolis, Indiana, respectfully petition for the passage of a resolution providing for the granting of the right to lay and maintain a sidetrack or switch from a connection with the Belt Railroad to a proposed coal yard located by the undersigned on Lot No. One (1) in S. E. Perkins' Sherman Drive Addition to the City of Indianapolis, Indiana.

Now, therefore, This agreement, made and entered into this 21st day of April, 1909, by and between Frank E. Casady and Horace G. Casady (partners trading as Casady Coal Company) of the City of Indianapolis, County of Marion, State of Indiana, party of the first part, and the City of Indianapolis, by and through its Board of Public Works, party of the second part.

Witnesseth: That the party of the first part, being desirous of securing a right of way for a sidetrack or switch from a connection with the Belt Railroad to a proposed coal yard located by said party of the first part on Lot No. 1 in S. E. Perkins' Sherman Drive Addition to the City of Indianapolis, which is more specifically described as follows:

Beginning at a point in the eastward main track of the Belt Railroad, said point being 130 feet southwardly from the intersection of the south line of East Tenth street with said eastward main track of said Belt Railroad; thence southwardly on a curve line curving to the left with a radius of 302 feet, a distance of 160 feet; thence continuing southwardly on curve line curving to the right with a radius of 474 feet, a distance of 112 feet; thence continuing southwardly on a straight line tangent to the preceding curve, a distance of 83 feet, more or less, to the south line of Lot No. 1 in S. E. Perkins' Sherman Drive Addition in said City of Indianapolis, Indiana, and crossing the 15-foot alley located west of and abutting said Lot No. 1 in S. E. Perkins' Sherman Drive Addition to the City of Indianapolis at a point 70 feet south of the northeast corner of said Lot No. 1, hereby covenants and fully binds himself, his successors, legal representatives and assigns, that, in consideration of the grant of the privileges and authority herein given, he will lay, construct and maintain said track upon the terms and conditions hereinafter set forth, to-wit:

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

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

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

(4) Said party of the first part agrees, upon the written order of said Board, made for any good cause affecting the interest of the city or the public welfare, to take up and remove said track, and upon said party's failure so to do, upon such notification in writing, of ten (10) days, to promptly pay the cost of having the same done, and the party of the first part hereby releases all claims for damages whatsoever that may arise by reason of such removal; and in removing said track or causing the same to be done, said Board shall in nowise become a trespasser.

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

(6) The said party of the first part herein binds himself to hold said party of the second part and said city harmless from any and all claims for damages growing out of the existence, maintenance or use of said track, and to pay any judgment, with costs, that may on that account be rendered against the said party or said city, and also to pay all necessary expenses that may be incurred by said city in defending against any such claims.

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

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

In Witness Whereof, We have hereunto set our hands this 21st day of April, 1909.

FRANK E. CASADY,
HORACE G. CASADY,
Party of the First Part.

CITY OF INDIANAPOLIS,
By JOSEPH T. ELLIOTT, *President*,
P. C. TRUSLER,
F. J. MACK,
Board of Public Works,
Party of the Second Part.

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

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

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

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

By Board of Public Works:

General Ordinance No. 17—1909: An ordinance approving a certain contract granting the Lake Erie & Western Railroad Co. the right to lay and maintain a sidetrack or switch from the Lake Erie & Western Railway tracks across Thirtieth street, according to blue print attached, in the City of Indianapolis, Indiana.

WHEREAS, Heretofore, to-wit: on the 24th day of April, 1909, The Lake

Erie & Western Railroad Company filed its petition before the Board of Public Works of the City of Indianapolis, as follows:

PETITION.

To the Board of Public Works, City of Indianapolis:

GENTLEMEN: The Lake Erie & Western Railroad Company, a railroad corporation doing business in the City of Indianapolis, respectfully petitions your honorable board for permission to construct an industrial side track for the benefit of the business of William S. Bennett, who intends to erect a storage house near Columbia avenue between Twenty-ninth and Thirtieth streets in said City of Indianapolis; said sidetrack to be constructed so as to lead out of the east passing track of said The Lake Erie & Western Railroad Company at a point about 200 feet north of the north line of Thirtieth street, extending southward parallel with said passing track, crossing Thirtieth street near Columbia avenue; the center of said proposed industrial sidetrack to be 13 feet from the center of said passing track as now laid, and to be on the east side thereof.

THE LAKE ERIE & WESTERN RAILROAD COMPANY,
 April 24, 1909. By JOHN B. COCKRUM, *General Attorney.*

Now, Therefore, This agreement, made and entered into this 24th day of April, 1909, by and between The Lake Erie & Western Railroad Company, party of the first part, and the City of Indianapolis, by and through its Board of Public Works, party of the second part.

Witnesseth: That the party of the first part, being desirous of securing a right of way for a sidetrack or switch from a point about 200 feet north of the north line of Thirtieth street, extending southward parallel with the east passing track of the party of the first part to a point about 50 feet south of the south line of Twenty-ninth street, if said street were extended across the tracks of said party of the first part in the City of Indianapolis, which is more specifically described as follows:

Said industrial track to lead out of the east passing track of the said The Lake Erie & Western Railroad Company, commencing at a point about 200 feet north of the north line of Thirtieth street, extending southward parallel with said passing track, crossing said street near Columbia avenue and extending southward to a point about 50 feet south of the south line of Twenty-ninth street, if said Twenty-ninth street were extended across the tracks of said party of the first part. The center of said proposed sidetrack to be 13 feet from the center of said passing track as now laid, hereby covenants and fully binds himself, his successors, legal representatives and assigns, that, in consideration of the grant of the privileges and authority herein given, he will lay, construct and maintain said track upon the terms and conditions hereinafter set forth, to-wit::

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

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

(3) The crossing where said track intersects Thirtieth street

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

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

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

(6) The said party or the first part herein binds itself to hold said party of the second part and said city harmless from any and all claims for damages growing out of the existence, maintenance or use of said track, and to pay any judgment, with costs, that may on that account be rendered against the said party or said city, and also to pay all necessary expenses that may be incurred by said city in defending against any such claims.

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

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

In Witness Whereof, We have hereunto set our hands this 26th day of April, 1909.

THE LAKE ERIE & WESTERN RAILROAD COMPANY,
By JOHN B. COCKRUM, *General Attorney*,
Party of the First Part.

CITY OF INDIANAPOLIS,
By P. C. TRUSLER,
F. J. MACK,
Board of Public Works.
Party of the Second Part.

AND, WHEREAS, Said contract has been submitted by the Board of

Public Works to the Common Council of the City of Indianapolis, for its consideration and action, now, therefore,

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

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

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

By Mr. Stickelman (by request):

General Ordinance No. 18—1909: An ordinance laying off and dividing the territory of the City of Indianapolis into park districts.

WHEREAS, At a regular meeting of the Board of Park Commissioners of the City of Indianapolis, held on the fourteenth day of May, 1909, the Board of Park Commissioners of the City of Indianapolis, by resolution duly adopted, recommended to the Common Council of said city the passage of an ordinance creating, fixing and defining park districts and the boundaries thereof in accordance with lines hereinafter contained, pursuant to authority conferred by an Act of the General Assembly of the State of Indiana; *Now, Therefore,*

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, That the territory of the City of Indianapolis be, and hereby is divided into four park districts, to be known and designated as the North, East, South and West Park Districts, respectively; and that all of the territory of said city within the following boundaries shall be, and is hereby constituted the North Park District of said city, to-wit:

Beginning at the point of intersection of the center lines of Meridian street and New York street in said city, thence east along the center line of said New York street to its intersection with the center line of Massachusetts avenue in said city; thence northeasterly along the center line of said Massachusetts avenue to its intersection with the center line of Dearborn street in said city; thence northerly along the center line of Dearborn street to its intersection with the center line of Massachusetts avenue; thence northeasterly along the center line of said Massachusetts avenue, or said center line extended, to its intersection with the line fixing and defining the outside limits or corporation boundary of said city; thence in a northerly direction and along the line fixing the territorial limits or corporation boundary of said city, with its angles, courses and meanderings, to the point where it intersects the center line of the Crawfordsville Road in said city; thence in a southeasterly direction following the center line of said Crawfordsville Road to its point of intersection with the center line of Indiana avenue in said city; thence in a southeasterly direction along the center line of Indiana avenue to its intersection with the center line of New York street in said city; thence east along the center line of New York street to its intersection with the center line of Meridian street, the place of beginning.

That all the territory of said city within the following boundaries shall be, and is hereby constituted the East Park District of said city, to-wit:

Beginning at the center of Monument Place within said city, thence north along the center line of Meridian street within said city to its intersection with the center line of New York street in said city; thence east along the center line of said New York street to its intersection with

the center line of Massachusetts avenue in said city; thence in a northeasterly direction along the center line of said Massachusetts avenue to its intersection with the center line of Dearborn street in said city; thence north along the center line of said Dearborn street to its intersection with the center line of Massachusetts avenue; thence northeasterly along the center line of said avenue, or said line extended, to its intersection with the line fixing and defining the territorial limits or corporation boundary of said city; thence southerly and following the line fixing and defining the said territorial limits or corporation boundary of said city, with its courses, angles and meanderings, to the point where it intersects the center line of Bethel avenue in said city; thence in a northwesterly direction along the center line of said Bethel avenue to its intersection with the center line of Churchman avenue; thence northerly along the center line of said Churchman avenue to its intersection with the center line of Prospect street in said city; thence west along the center line of said Prospect street to its intersection with the center line of Virginia avenue in said city; thence northwesterly along the center line of said Virginia avenue to its intersection with the center line of Pennsylvania street in said city; thence north along the center line of said Pennsylvania street to its intersection with the center line of Market street in said city; thence west along the center line of said Market street to the center of Monument Place, the place of beginning.

That all the territory of said city within the following boundaries shall be, and hereby is constituted the South Park District of said city, to-wit:

Beginning at the center of Monument Place in said city, thence east along the center line of Market street in said city to its intersection with the center line of Pennsylvania street in said city; thence south along the center line of said Pennsylvania street to its intersection with the center line of Virginia avenue in said city; thence southeast along the center line of said Virginia avenue to its intersection with the center line of Prospect street in said city; thence east along the center line of Prospect street to its intersection with the center line of Churchman avenue in said city; thence southerly along the center line of said Churchman avenue in said city to its intersection with the center line of Bethel avenue in said city; thence southeasterly along the center line of said Bethel avenue to its intersection with the line fixing and defining the outside territorial limits or corporation boundary of said city; thence southerly and continuing along the line fixing and defining the said territorial limits or corporation boundary of said city, with its courses, angles and meanderings, to the point where it intersects the center line of Kentucky avenue in said city; thence northeasterly along the center line of said Kentucky avenue, or said line extended, to its intersection with the center line of Washington street in said city; thence east along the center line of said Washington street to its point of intersection with the center line of Meridian street in said city; thence north along the center line of said Meridian street to the center of Monument Place, the place of beginning.

And that all the territory of said city within the following boundaries shall be, and hereby is constituted the West Park District of said city, to-wit:

Beginning at the center of Monument Place in said city, running thence south along the center line of Meridian street in said city to its intersection with the center line of Washington street in said city; thence west along the center line of said Washington street to its intersection with the center line of Kentucky avenue in said city; thence southwest along the center line of Kentucky avenue, or said line extended, in said city to its point of intersection with the line fixing and defining the outside territorial limits or corporation boundary of said city; thence northerly and continuing along the line fixing and defining the said outside territorial limits of said city, with its courses, angles and meanderings,

to its intersection with the center line of the Crawfordsville Road; thence southeasterly along the center line of said Crawfordsville Road to its intersection with the center line of Indiana avenue in said city; thence southeasterly along the center line of said Indiana avenue in said city to its intersection with the center line of New York street; thence east along the center line of said New York street to its intersection with the center line of Meridian street in said city; thence south along the center line of Meridian street to the center of Monument Place, the place of beginning.

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

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

By Mr. Bangs:

General Ordinance No. 19—1909: An ordinance dividing the City of Indianapolis, Indiana, into six councilmanic districts and defining boundaries thereof.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That said City of Indianapolis be, and the same is hereby divided into six councilmanic districts, and that the boundaries thereof shall be as follows:

All that part of said city bounded as follows shall be and constitute the First District:

FIRST DISTRICT.

Commencing in the center line of Washington street at the west line of the east half ($\frac{1}{2}$) of Section 2, township 15 north of range 4 east; thence north with said line to the center line of Section 2, township 15 north of range 4 east, said point being the northeast corner of the west half ($\frac{1}{2}$) of the southwest quarter ($\frac{1}{4}$) of said Section 2, township 15 north of range 4 east; thence west along the center line of Sections 2 and 3, township 15 north of range 4 east to a point, said point being in the center line of Section 3, township 15 north of range 4 east and 150 feet east of the center line of Ritter avenue; thence in a northerly direction parallel to the center line of Ritter avenue to a point 150 feet north of the center line of Tenth street; thence in a westerly direction and parallel to the center line of Tenth street to the center line of Emerson avenue; thence in a northerly direction along the center line of Emerson avenue to the center line of Sixteenth street; thence west with the center line of Sixteenth street and the center line of said Sixteenth street extended to the east line of the right of way of the Belt Railroad & Stock Yards Company; thence north and northeast with the east line of the right of way of the Belt Railroad & Stock Yards Company to the center line of Massachusetts avenue; thence northeast with the center line of Massachusetts avenue to a point, said point being the center line of School street extended south; thence north along the center line of School street extended south and the center line of School street to the center line of Thirty-fourth street; thence west along the center line of Thirty-fourth street and said center line of Thirty-fourth street extended west to the center line of the right of way of the L. E. & W. Railroad; thence southwest and south with the center line of the right of way of the L. E. & W. Railroad to the center line of Fifteenth street; thence west

with the center line of Fifteenth street to the center line of Cornell avenue; thence south with the center line of Cornell avenue to the center line of Massachusetts avenue; thence northeast with the center line of Massachusetts avenue to the center line of the right of way of the L. E. & W. Railroad; thence south with the center line of the right of way of the L. E. & W. Railroad to the center line of St. Clair street; thence west with the center line of St. Clair street to the center line of Pine street; thence south along the center line of Pine street to the center line of Washington street; thence east along the center line of Washington street to the east line of the west half ($\frac{1}{2}$) of Section 2, township 15 north of range 4 east, the place of beginning.

(Except the town of Woodruff Place.)

All that part of said city bounded as follows shall be and constitute the Second District:

SECOND DISTRICT.

Commencing in the center line of the right of way of the L. E. & W. Railroad and the center line of Thirty-fourth street extended west; thence in a southerly direction with the center line of the right of way of the L. E. & W. Railroad to the center line of Fifteenth street; thence west with the center line of Fifteenth street to the center line of Cornell avenue; thence south with the center line of Cornell avenue to the center line of Massachusetts avenue; thence northeast with the center line of Massachusetts avenue to the center line of the right of way of the L. E. & W. Railroad; thence south with the center line of the right of way of the L. E. & W. Railroad to the center line of St. Clair street; thence west with the center line of St. Clair street to the center line of Pine street; thence south with the center line of Pine street to the center line of Washington street; thence west with the center line of Washington street to the center line of Pennsylvania street; thence north with the center line of Pennsylvania street to the center line of St. Clair street; thence east with the center line of St. Clair street to the center line of Delaware street; thence north with the center line of Delaware street to the center line of Sixteenth street; thence east with the center line of Sixteenth street to the center line of Alabama street; thence north with the center line of Alabama street to the center line of Twenty-second street; thence east with the center line of Twenty-second street to the center line of Alabama street; thence north with the center line of Alabama street to the center line of Fall Creek; thence in a northeasterly direction following the meanderings of the center line of Fall Creek to the center line of Thirtieth street; thence east with the center line of Thirtieth street to the east bank of Fall Creek; thence in a northeasterly direction following the meanderings of the east bank of Fall Creek to a point, said point being the center line of Thirty-fourth street extended west; thence east with the center line of Thirty-fourth street extended west to the center line of the right of way of the L. E. & W. Railroad, the place of beginning.

All that part of said city bounded as follows shall be and constitute the Third District:

THIRD DISTRICT.

Commencing in the center line of Alabama street at its intersection with the center line of Fall Creek; thence in a northeasterly direction, following the meandering, in the center line of Fall Creek to the center line of Thirty-eighth street extended east to a point, said point being the north line of Section 19, township 16 north of range 4 east; thence west with said line to the center line of the Allisonville Free Gravel Road; thence in a northeasterly direction along the center line of the Allisonville

Free Gravel Road to a point, said point being 250 feet north of the north line of said Section 19, township 16 north of range 4 east; thence west parallel to and 250 feet north of the north line of said Section 19, township 16 north of range 4 east, to the east right of way line of the C., I. & L. (Monon) Railroad; thence in a northerly direction with the east line of the right of way of said C., I. & L. (Monon) Railroad to the center line of Fortieth street extended east; thence west with said center line and the center line of Fortieth street to the center line of College avenue; thence in a northerly direction along the center line of College avenue to the center line of Forty-second street; thence in a westerly direction along the center line of Forty-second street to the east line of Central avenue; thence in a northerly direction with the east line of Central avenue to the north line of Fiftieth street; thence west with the north line of Fiftieth street to the west line of Central avenue; thence south with the west line of Central avenue to the center line of Forty-second street; thence in a westerly direction along the center line of Forty-second street to the east line of Meridian street; thence in a northerly direction with the east line of Meridian street to the north line of Fiftieth street; thence west with the north line of Fiftieth street to the west line of Meridian street; thence south with the west line of Meridian street to the center line of Forty-second street; thence in a westerly direction with the center line of Forty-second street to the center line of Illinois street; thence in a southerly direction along the center line of Illinois street to a point, said point being 150 feet north of the north line of Fortieth street; thence west parallel to and 150 feet north of the north line of Fortieth street to the center line of Senate avenue; thence in a southerly direction along the center line of Senate avenue to the center line of Thirtieth street; thence east with the center line of Thirtieth street to the center line of Capitol avenue; thence south with the center line of Capitol avenue to the center line of Fall Creek; thence in a southwesterly direction, following the meanderings of the center line of Fall Creek to the center line of Northwestern avenue; thence south with the center line of Northwestern avenue to the center line of Twenty-first street; thence east with the center line of Twenty-first street to the center line of Northwestern avenue; thence south with the center line of Northwestern avenue to the center line of Fifteenth street; thence west with the center line of Fifteenth street and said line extended west to the center line of West street; thence south with the center line of West street to the center line of New York street; thence west with the center line of New York street to the center line of Blackford street; thence south with the center line of Blackford street to the center line of Washington street; thence east with the center line of Washington street to the center line of Pennsylvania street; thence north with the center line of Pennsylvania street to the center line of St. Clair street; thence east with the center line of St. Clair street to the center line of Delaware street; thence north with the center line of Delaware street to the center line of Sixteenth street; thence east with the center line of Sixteenth street to the center line of Alabama street; thence north with the center line of Alabama street to the center line of Twenty-second street; thence east with the center line of Twenty-second street to the center line of Alabama street; thence north with the center line of Alabama street to the center line of Fall Creek, the place of beginning.

All that part of said city bounded as follows shall be and constitute the Fourth District.

FOURTH DISTRICT.

Commencing at the intersection of the center line of Senate and Carleton avenues; thence in a westerly direction along the center line of

Carleton avenue to the center line of Conser avenue; thence north with the center line of Conser avenue to the center line of Haughey avenue; thence in a westerly direction along the center line of Haughey avenue and a line extended west, said line being the center line of Section 14, township 16 north of range 3 east, to the west line of Section 14, township 16 north of range 3 east; thence north on said west line of Section 14, township 16 north of range 3 east to a point, said point being the north line of Crown Hill Cemetery; thence in a southwesterly direction with said north line of said Crown Hill Cemetery, situate in the southeast corner of the northeast quarter ($\frac{1}{4}$) of Section 15, township 16 north of range 3 east, to the north line of the southeast quarter ($\frac{1}{4}$) of Section 15, township 16 north of range 3 east; thence west with the north line of the southeast quarter ($\frac{1}{4}$) of Section 15, township 16 north of range 3 east to the west line of the east half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of Section 15, township 16 north of range 3 east; thence in a southerly direction with the west line of the east half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of said Section 15, township 16 north of range 3 east to the center line of the Michigan Road; thence in a southeasterly direction along the center line of the Michigan Road to the line dividing Section 15, township 16 north of range 3 east and Section 22, township 16 north of range 3 east; thence west on said section line to a point, said point being 250 feet at right angles to the west line of the Michigan Road; thence southeast and parallel to the west line of the Michigan Road to the south line of the Country Club, situate in the northeast quarter ($\frac{1}{4}$) of Section 22, township 16 north of range 3 east; thence west with said line to the east bank of the Central Canal; thence in a northerly direction along the east bank of the Central Canal to the north line of Section 22, township 16 north of range 3 east; thence west with the north line of Section 22, township 16 north of range 3 east to the east line of the Myers Free Gravel Road; thence in a southwesterly and southerly direction along the east line of the Myers Free Gravel Road to the north line of the Lafayette Road; thence in a southeasterly direction along the east line of the Lafayette Road to a point, said point being the east line of Bismark avenue extended north; thence in a southerly direction along the east line of Bismark avenue extended north to the north line of the first alley north of Emrich street; thence in a westerly direction along the north line of the first alley north of Emrich street to the west line of the first alley west of Tremont avenue; thence in a southerly direction with the west line of the first alley west of Tremont avenue to the center line of Clark street, said point being 1,294 feet north of the center line of Tenth street; thence in a westerly direction along the center line of Clark street extended west in a straight line to the center line of Tibbs avenue, being the west line of Section 33, township 16 north of range 3 east; thence in a southerly direction along the center line of Tibbs avenue to the intersection of same with the center line of Tenth street; thence in a westerly direction with the center line of Tenth street to the center line of Tibbs avenue; thence in a southerly direction along the center line of Tibbs avenue, said line being the west line of Section 4, township 15 north of range 3 east, to the southwest corner of Section 4, township 15 north of range 3 east, said corner being the northeast corner of Section 8, township 15 north of range 3 east; thence west along said section line and along the north line of Section 8, township 15 north of range 3 east to a point 1619.64 feet west of the northeast corner of said Section 8, township 15 north of range 3 east; thence south fifty-two and one-half ($52\frac{1}{2}^{\circ}$) degrees east, 1215.06 feet to the center line of Washington street; thence east with the center line of Washington street to the center line of Blackford street; thence north with the center line of Blackford street to the center line of New York street; thence east with the center line of New York street to the center

line of West street; thence north with the center line of West street to a point, said point being the center line of Fifteenth street extended west; thence east with said line and the center line of Fifteenth street to the center line of Northwestern avenue; thence north with the center line of Northwestern avenue to the center line of Twenty-first street; thence west with the center line of Twenty-first street to the center line of Northwestern avenue; thence north with the center line of Northwestern avenue to the center line of Fall Creek; thence in a northeasterly direction following the meanderings of the center line of Fall Creek to the center line of Capitol avenue; thence north with the center line of Capitol avenue to the center line of Thirtieth street; thence west with the center line of Thirtieth street to the center line of Senate avenue; thence north with the center line of Senate avenue to the center line of Carleton avenue, the place of beginning.

All that part of said city bounded as follows shall be and constitute the Fifth District:

FIFTH DISTRICT.

Commencing at a point in Washington street 285 feet east of the west corporation line of the City of Indianapolis, measured along the center line of Washington street; thence south sixty-eight and one-quarter ($68\frac{1}{4}^{\circ}$) degrees west, 285 feet; thence south eighty-one and six-tenths (81.6) feet; thence south eighty-four and one-half ($84\frac{1}{2}^{\circ}$) degrees east, 379.5 feet; thence south thirty-five (35°) degrees east, 931.6 feet to the west line of Section 9, township 15 north of range 3 east; thence south along said west line of Section 9, township 15 north of range 3 east to the south line of the right of way of the Terre Haute & Indianapolis Railway Company; thence in a northeasterly direction along the south line of the right of way of the Terre Haute & Indianapolis Railway Company to the south line of the north half ($\frac{1}{2}$) of Section 9, township 15 north of range 3 east; thence east along said south line to the center line of Belmont avenue; thence south with the center line of Belmont avenue to the center line of Wilkins street; thence west with the center line of Wilkins street to the center line of Tremont street; thence south with the center line of Tremont street to the center line of Morris street; thence west with the center line of Morris street to the center line of Bolivar avenue; thence south with the center line of Bolivar avenue and the west line of the east half ($\frac{1}{2}$) of the northeast quarter ($\frac{1}{4}$) of Section 16, township 15 north of range 3 east to the south line of Miller street; thence east with the south line of Miller street to the center line of Belmont avenue; thence south with the center line of Belmont avenue and the west line of Section 15, township 15 north of range 3 east to the southwest corner of Section 15, township 15 north of range 3 east; thence east along the south line of Section 15, township 15 north of range 3 east to the center line of Harding street; thence south with the center line of Harding street to the north bank of the old bed of White River; thence in an easterly direction, following the meanderings of the north bank of the old bed of White River, to the corporation line of the City of Indianapolis; thence north, east and north with the said corporation line to the south line of the right of way of the Belt Railroad & Stock Yards Company; thence in a southeasterly direction with the south line of the right of way of the Belt Railroad & Stock Yards Company to the center line of White River; thence southwesterly, following the meanderings of the center line of White River, to the center line of Southern avenue extended west; thence east with the center line of Southern avenue extended west and the center line of Southern avenue, the same being the south corporation line of the City of Indianapolis, to the center line of Shelby street; thence north with the center line of Shelby street to

the center line of Prospect street; thence west with the center line of Prospect street to the center line of Madison avenue; thence northwest with the center line of Madison avenue to the center line of McCarty street; thence east with the center line of McCarty street to the center line of Delaware street; thence north with the center line of Delaware street to the center line of Washington street; thence west with the center line of Washington street to a point, said point being 285 feet east of the west corporation line of the City of Indianapolis, the place of beginning.

All that part of said city bounded as follows shall be and constitute the Sixth District:

SIXTH DISTRICT.

Commencing at the intersection of the center line of Washington and Delaware streets; thence south with the center line of Delaware street to the center line of McCarty street; thence west with the center line of McCarty street to the center line of Madison avenue; thence southeast with the center line of Madison avenue to the center line of Prospect street; thence east with the center line of Prospect street to the center line of Shelby street; thence south with the center line of Shelby street to the center line of Southern avenue; thence east with the center line of Southern avenue and said center line of Southern avenue extended east to the center line of State avenue extended south; thence north with the center line of State avenue extended south to the center line of Walker avenue; thence southeast along the center line of Walker avenue to the center line of the first public road running east; thence east along the center line of said public road to the east line of Section 19, township 15 north of range 4 east; thence north along the east line of Sections 19 and 18, township 15 north of range 4 east, said point being the center line of Keystone avenue, to the center line of Pleasant Run; thence in a northeasterly direction, following the meanderings of the center line of Pleasant Run to the center line of the right of way of the C., C., C. & St. L. Railway; thence northwest with the center line of the right of way of the C., C., C. & St. L. Railway to the center line of Trowbridge street (vacated); thence north with the center line of Trowbridge street (vacated) to the center line of the first alley (vacated) south of English avenue; thence east with the center line of the first alley (vacated) to the center line of Canby street (vacated); thence north with the center line of Canby street (vacated) to the south line of English avenue; thence east with the south line of English avenue to the center line of Temperance avenue; thence in a southerly direction along the center line of Temperance avenue to the center line of Lexington avenue; thence in an easterly direction along the center line of Lexington avenue to the center line of Emerson avenue; thence in a northerly direction along the center line of Emerson avenue to the center line of the Brookville Road; thence in a southeasterly direction along the center line of the Brookville Road to the point where the same would intersect the center line extended of the first alley east of Grand avenue; thence in a southerly direction along the center line of said alley to the center line of English avenue; thence in an easterly direction along the center line of English avenue to the center line of Collett avenue; thence in a northerly direction along the center line of Collett avenue to the center line of the Brookville Road; thence in a southeasterly direction along the center line of the Brookville Road to a point, said point being on the east line of the west half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of Section 10, township 15 north of range 4 east; thence north along the east line of the west half ($\frac{1}{2}$) of the southeast quarter ($\frac{1}{4}$) of Section 10, township 15 north of range 4 east to the south line of the right of way of the C., I. & W. (C., H. & D.) Railroad; thence in a southeasterly direction with the south

line of the right of way of the C., I. & W. (C., H. & D.) Railroad to the center line of Arlington avenue; thence in a northerly direction along the center line of Arlington avenue to the center line of Section 11, township 15 north of range 4 east; thence in an easterly direction with the center line of said Section 11, township 15 north of range 4 east to the west line of the east half ($\frac{1}{2}$) of the northwest quarter ($\frac{1}{4}$) of Section 11, township 15 north of range 4 east; thence in a northerly direction with the west line of the east half ($\frac{1}{2}$) of Section 11, township 15 north of range 4 east, and the west line of the east half ($\frac{1}{2}$) of Section 2, township 15 north of range 4 east to the center line of Washington street; thence in a southwesterly direction along the center line of Washington street to the center line of Delaware street, the place of beginning.

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

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

By Mr. Hamlet:

General Ordinance No. 20—1909: An ordinance requiring the Lake Erie & Western Railroad Company and the Chicago, Indianapolis and Louisville Railway Company to erect and maintain safety gates for the protection of the public at certain street crossings, fixing a time when the same shall take effect and providing a penalty for the violation thereof.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the Lake Erie & Western Railroad Company and the Chicago, Indianapolis & Louisville Railway Company be, and they and each of them are hereby required to erect and maintain safety gates, the first named company on the east side of its tracks and the second named company on the west side of its tracks where the same cross Twentieth, Twenty-second, Twenty-third and Twenty-fourth streets in said City of Indianapolis, within thirty (30) days from the taking effect of this ordinance.

Sec. 2. Each day's violation of this ordinance shall be punishable with a fine of not to exceed twenty-five (\$25.00) dollars.

Sec. 3. This ordinance shall take effect from and after its passage and publication once each week for two (2) consecutive weeks in the Indianapolis Commercial, a newspaper of general circulation in the City of Indianapolis, Indiana.

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

By Mr. Rhodes:

General Ordinance No. 21—1909: An ordinance regulating the use of automobiles and motor vehicles upon the streets, alleys and public highways of the City of Indianapolis, and providing penalties for the violation thereof, and fixing a time when the same shall take effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That it shall be unlawful for any person, firm or corporation to leave standing in a public street, alley or highway within the limits of the City of Indianapolis, from one-half hour after sunset to one-half hour before sunrise, any automobile, motor vehicle or other conveyance, carriage, wagon, engine or machine, the motor power of which shall be electricity, steam, gasoline, or any source of energy other than human or animal power, unless there shall be kept burning on the front of said vehicle at least one white light visible for a distance of not less than two hundred feet, and on the rear of said vehicle at least one red light visible for a distance of not less than two hundred feet.

SEC. 2. No person, driver or operator in charge of any automobile or motor vehicle, or carriage described in Section 1 of this ordinance shall permit the machinery of said vehicle to run while such vehicle is standing in any street, alley or public highway within said city without an attendant.

SEC. 3. No person, firm or corporation shall use upon the streets, alleys or public highways of the City of Indianapolis any automobile, motor vehicle, other conveyance, carriage, wagon, engine or machine, the motor power of which shall be steam, gas or gasoline, or any like source of energy, unless such vehicle shall be equipped with a sufficient modern and improved muffler to prevent noise from the exhaust of the engine or engines of such vehicle, and said muffler shall be kept and remain closed by the person operating or in charge of such vehicle at all times when such vehicle is in motion.

SEC. 4. No person, firm or corporation shall use upon the streets, alleys or public highways of the City of Indianapolis, any automobile, motor vehicle or other conveyance, carriage, wagon, engine or machine, the motor power of which shall be electricity, steam, gasoline, or any source of energy other than human or animal power, unless such vehicle shall be equipped with a sufficient pan, or other device that will prevent the dripping of oil or grease upon any street, alley or public highway in said city, and it is hereby forbidden and declared to be unlawful within the limits of the City of Indianapolis to suffer, or permit the escape, running or leaking or dripping of oils or greases on the streets of said city from any vehicle described and defined in this section.

SEC. 5. No person under seventeen years of age shall operate upon the streets or public highways of the City of Indianapolis, any automobile, motor vehicle, or other conveyance, carriage, wagon, engine or machine, the motor power of which shall be electricity, steam, gasoline, or any source of energy other than human or animal power.

SEC. 6. Any person, firm or corporation violating any of the provisions of this ordinance shall, upon conviction, be fined not less than one dollar or more than one hundred dollars, to which may be added imprisonment not to exceed six months in the Marion County jail or workhouse; and, on a second conviction for such offense, said person, firm or corporation shall be fined not less than twenty-five dollars, to which shall be added imprisonment for a period not less than thirty days in the Marion County jail or workhouse.

SEC. 7. This ordinance shall take effect and be in full force in twenty days from and after its passage and publication once each week for two consecutive weeks in the Indianapolis Commercial, a daily newspaper having a general circulation in the City of Indianapolis, Indiana.

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

By Mr. Donavon:

General Ordinance No. 22—1909: An ordinance amending Section 7 of an ordinance entitled, "An ordinance providing for the inspection of scales, weights and measures in the City of Indianapolis, Indiana; providing for the appointment of an Inspector of Scales, Weights and Measures, and defining his duties and compensation; providing penalties for the violation thereof, and fixing a time when the same shall take effect."

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That Section 7 of an ordinance entitled, "An ordinance providing for the inspection of scales, weights and measures in the City of Indianapolis, Indiana; providing for the appointment of an Inspector of Scales, Weights and Measures, and defining his duties and compensation; providing penalties for the violation thereof, and fixing a time when the same shall take effect," be, and the same is hereby amended to read as follows:

SEC. 7 The Inspector and Sealer of Scales, Weights and Measures shall charge for examining, testing and certifying, as herein required, as follows, viz.: Any steelyard, beam, ground floor platform, counter, or other scale upon which may be weighed less than six pounds, twenty-five cents each; any such instrument upon which may be weighed six hundred pounds or over, and under twelve hundred pounds, fifty cents each; any such instrument by which twelve hundred pounds or over, and under twenty-five hundred pounds, seventy-five cents each; any such instrument by which may be weighed twenty-five hundred pounds or over, and under four thousand pounds, one dollar each; any store, wagon, depot, hopper, hog, stock, hay, coal or other scales, by whatsoever name known or called, upon which may be weighed four thousand pounds or over, two dollars each; any track scale, or scales used for weighing railroad cars, five dollars each; one set of weights shall, as to the compensation of the Inspector of Scales, Weights and Measures, be considered a part of the scale; any additional weight, or set of weights, shall be charged for at the rate of twenty-five cents per set. Any yardstick or yard measure, ten cents each. Any dry or liquid measure (not in sets), five cents. Any nest or set of liquid measures of one gallon or less in quantity, five cents per nest or set of twenty-four measures. Measures containing more than one gallon, five cents per gallon shall be charged for each additional gallon which the measure contains. All charcoal measures, fifteen cents each. Any person or persons detected in altering or changing any weights, scales or measures so as to weigh or measure more or less than the weight or quantity certified; any person or persons convicted of a misdemeanor under this section before the City Court of this city shall be fined in the sum of not less than five nor more than one hundred dollars, together with the costs of prosecution.

SEC. 2. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

SEC. 3. This ordinance shall take effect from and after its publication once each week for two consecutive weeks in the Indianapolis Commercial, a newspaper of general circulation in the City of Indianapolis, Indiana.

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

ORDINANCES ON SECOND READING.

Mr. Rhodes called for General Ordinance No. 11, 1909, for second reading. It was read a second time.

Mr. Rhodes moved that General Ordinance No. 11, 1909, be amended as recommended by the committee. Carried.

Mr. Rhodes moved that General Ordinance No. 11, 1909, be ordered engrossed as amended, read a third time and placed upon its passage. Carried.

General Ordinance No. 11, 1909, was read a third time and passed by the following vote:

Ayes, 17, viz.: Messrs. Brown, Cottey, Hamlet, Eppert, Neukom, Smither, Rhodes, Bangs, Hartmann, Portteus, Royse, Donavon, Sullivan, Hofmann, Wright, Henry and President Edward J. Stickelman.

Noes, none.

Mr. Rhodes called for Appropriation Ordinance No. 9, 1909, for second reading. It was read a second time.

Mr. Rhodes moved that Appropriation Ordinance No. 9, 1909, be amended as recommended by the committee. Carried.

Mr. Rhodes moved that Appropriation Ordinance No. 9, 1909, be ordered engrossed as amended, read a third time and placed upon its passage. Carried.

Appropriation Ordinance No. 9, 1909, was read a third time and passed by the following vote:

Ayes, 17, viz.: Messrs. Brown, Cottey, Hamlet, Eppert, Neukom, Smither, Rhodes, Bangs, Hartmann, Portteus, Royse, Donavon, Sullivan, Hofmann, Wright, Henry and President Edward J. Stickelman.

Noes, none.

Mr. Hamlet called for Special Ordinance No. 3, 1909, for second reading. It was read a second time.

Mr. Hamlet moved that Special Ordinance No. 3, 1909, be ordered engrossed, read a third time and placed upon its passage. Carried.

Special Ordinance No. 3, 1909, was read a third time and passed by the following vote:

Ayes, 17, viz.: Messrs. Brown, Cottey, Hamlet, Eppert, Neukom, Smither, Rhodes, Bangs, Hartmann, Portteus, Royse, Donavon, Sullivan, Hofmann, Wright, Henry and President Edward J. Stickelman.

Noes, none.

Mr. Smither called for Special Ordinance No. 5, 1909, for second reading. It was read a second time.

Mr. Smither moved that Special Ordinance No. 5, 1909, be ordered engrossed, read a third time and placed upon its passage. Carried.

Special Ordinance No. 5, 1909, was read a third time and passed by the following vote:

Ayes, 17, viz.: Messrs. Brown, Cottey, Hamlet, Eppert, Neukom, Smither, Rhodes, Bangs, Hartmann, Portteus, Royse, Donavon, Sullivan, Hofmann, Wright, Henry and President Edward J. Stickelman.

Noes, none.

Mr. Smither called for General Ordinance No. 15, 1909, for second reading. It was read a second time.

Mr. Smither moved that General Ordinance No. 15, 1909, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 15, 1909, was read a third time and passed by the following vote:

Ayes, 17, viz.: Messrs. Brown, Cottey, Hamlet, Eppert, Neukom, Smither, Rhodes, Bangs, Hartmann, Portteus, Royse, Donavon, Sullivan, Hofmann, Wright, Henry and President Edward J. Stickelman.

Noes, none.

On motion of Mr. Royse, the Common Council at 8:15 o'clock P. M., adjourned.

Edw. J. Stickelman

President.

ATTEST:

James M. Nully

City Clerk.

