

REGULAR MEETING.

COUNCIL CHAMBER, CITY OF INDIANAPOLIS, IND.

Monday, February 20, 1922.

The Common Council of the City of Indianapolis met at the Council Chamber, Monday evening, February 20, 1922, at 7:30 o'clock in regular session, President Theodore J. Bernd in the chair.

Present: The Hon. Theodore J. Bernd, President of the Common Council and seven members viz.: Messrs. Bramblett, Buchanan, Clauer, Claycombe, King, Ray and Thompson.

Absent: Mr. Wise.

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

COMMUNICATIONS FROM THE MAYOR.

February 10, 1922.

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

Gentlemen—I have approved, signed and delivered to John W. Rodehamel, City Clerk, the following Ordinances:

Appropriation Ordinance No. 2, 1922.

Appropriation Ordinance No. 4, 1922.

General Ordinance No. 13, 1922.

Very truly yours,

S. L. SHANK,

Mayor City of Indianapolis.

REPORTS FROM CITY OFFICERS.

From the City Controller:

February, 20, 1922.

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

Gentlemen—I hand you herewith letter from the Board of Safety asking for an appropriation of One Thousand (\$1,000.00) Dollars to the Department of Fire Prevention under the Board of Public Safety.

I am also submitting an Ordinance covering the same and recommend its passage.

Yours very truly,

JOS. L. HOGUE,

City Controller.

February 20, 1922.

Mr. Joseph L. Hogue,
City Controller,
Indianapolis, Indiana.

Dear Sir—The Board of Public Safety requests that you recommend to the Common Council the passage of an ordinance appropriating One Thousand (\$1,000.00) Dollars to the Department of Fire Prevention, under the Board of Public Safety, for the purpose of defraying the expense of a City Wide Campaign for the Prevention of Fires in the City of Indianapolis.

Yours very truly,

BOARD OF PUBLIC SAFETY,

By Oscar O. Wise, *Executive Secretary.*

February 20, 1922.

*To the Honorable President and Members of the Common Council,
City of Indianapolis:*

Gentlemen—I hand you herewith letter from the Board of Public Safety accompanied by Appropriation Ordinance No. 7, 1922, requesting the transfer of the sum of Two Hundred and Eighty-five (\$285.18) Dollars, and Eighteen Cents, and the re-appropriation of said sum from the Supplies and Maintenance fund in the Department of Public Safety to the Badge and Button fund in said Department.

In order that the requirements of the State Board of Accounts be better complied with I hereby recommend the passage of said Ordinance.

Yours very truly,

JOS. L. HOGUE,

City Controller.

February 20, 1922.

Mr. Joseph L. Hogue,
City Controller,
Indianapolis, Ind.

My Dear Mr. Hogue—I herewith hand you Appropriation Ordinance No. 7, 1922, which is an Ordinance creating a fund under the Department of Public Safety, to be known as the Badge and Button fund, transferring and re-appropriating the sum of Two Hundred and Eighty-five (\$285.18) Dollars and Eighteen Cents from the supplies and maintenance fund in the Department of Public Safety to the Badge and Button fund in said Department.

This Ordinance is being introduced in order that the requirements of the State Board of Accounts may be better complied with. The transfer of the sum therein named from the Supplies and Maintenance fund in the Department of Public Safety to the Badge and Button fund in said Department is necessary in order to reimburse said fund for badges purchased for the police department and charged to the Badge and Button fund instead of the Board of Safety, Incidental fund, as it heretofore existed, and said transfer has been

recommended by the State Board of Accounts. You are requested by the Board of Public Safety to recommend to the Common Council of the City of Indianapolis, the transfer and re-appropriation called for in said Ordinance and for the passage of same.

Yours respectfully,

BOARD OF PUBLIC SAFETY,
By Oscar O. Wise, *Executive Secretary.*

February 17, 1922.

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

Gentlemen—I hand you herewith a communication from the Board of Public Works asking for the passage of an ordinance for the transfer of the sum of Five Hundred Dollars (\$500.00) from the Office Force Salaries Fund of the Street Commissioner's Department, to a fund to be created and known as the Sewer New Equipment Fund of the Street Commissioner's Department, and re-appropriating said sum to said last mentioned fund.

I respectfully recommend the passage of this ordinance.

Yours very truly,

JOS. L. HOGUE,
City Controller.

February 17, 1922.

Mr. Jos. L. Hogue,
City Controller,
Indianapolis, Ind.

Dear Sir—I am directed by the Board of Public Works to submit for your approval and transmission to the Common Council an ordinance for the transfer of the sum of Five Hundred (\$500.00) Dollars from the Office Force Salaries Fund of the Street Commissioner's Department, to a fund to be created and known as the Sewer New Equipment Fund of the Street Commissioner's Department, and re-appropriating the said sum to said last mentioned fund.

Yours truly,

GEORGE O. HUTSELL,
Clerk Board of Public Works.

February 9, 1922.

To the Honorable Board of Public Works, City:

Gentlemen—Your Department of Street Commissioner has been left without funds for the purchase of new equipment of any kind.

An emergency has arisen; one of our Eductor pumps for sewer work needs replacing. The apparatus is indispensable, and must be bought and paid for by this department before the beginning of spring flood periods.

A careful survey of available fund shows that by strict economy our present appropriation for office salary will yield the \$500 required. We therefore respectfully petition to transfer \$500 from the Office Salary fund to the Sewer New Equipment Fund.

Trusting this will receive favorable and emergency attention, we remain,

Respectfully yours,

MARTIN J. HYLAND,
Street Commissioner.

Approved:

CHARLES E. COFFIN,
W. H. FREEMAN,
M. J. SPENCER,
Board of Public Works.

February 20, 1922.

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

Gentlemen—I hand you herewith, letter from the Board of Health asking for an ordinance to be passed authorizing the issuance of bonds to the amount of Six Hundred Fifty Thousand (\$650,000.00) Dollars, which money is to be used to make improvements at the Special Ward Unit and Nurses Home and Administration Building and connecting corridors for and in connection with the City Hospital of the City of Indianapolis, Indiana, will say I approve of this issue.

Yours very truly,

JOS. L. HOGUE,
City Controller.

February 18, 1922.

Mr. Joseph Hogue,
City Controller,
City Hall,
Indianapolis, Ind.

Dear Sir—Acting under instructions from Indianapolis City Board of Health, I am enclosing herewith the copy of a resolution pertaining to the necessity of a bond issue for repairs and additional buildings at the Indianapolis City Hospital. This resolution was adopted by the board at its meeting held February 16, 1922.

I respectfully request that you submit to the City Council the bill for an ordinance authorizing a bond issue of Six Hundred and Fifty Thousand (\$650,000.00) Dollars.

Respectfully yours,

H. G. MORGAN,
Secretary.

RESOLUTION.

Whereas, it is necessary and proper for the best interests of the City of Indianapolis and its inhabitants thereof, to improve and better conditions with reference to proper and adequate health protection for the City of Indianapolis and its inhabitants, and,

Whereas, an emergency now exists at the City Hospital on account of inadequate and dangerous accommodations for nurses and insufficient accommodations for patients, and that the same exists to such an extent that it will be necessary to construct certain additions to said hospital to meet the aforesaid requirements and emergencies incident to the growth and development of the city, and,

Whereas, this Board after being fully advised, is of the opinion that the cost of such necessary improvements will be approximately Six Hundred and Fifty Thousand (\$650,000.00) Dollars, and,

Whereas, there is not now, and will not be, sufficient money in the fund of the Board of Health of the City of Indianapolis with which to meet the aforesaid expenditures of money for the purposes aforesaid, and it being necessary for the City of Indianapolis to bor-

row the sum of Six Hundred Fifty Thousand (\$650,000.00) Dollars and to issue and sell its bonds for that amount.

Now, therefore, be it Resolved, by the Board of Health of the City of Indianapolis that an ordinance be prepared and presented to the Common Council of the City of Indianapolis and to the City Controller, for passage, authorizing the issuance and sale by the City of Indianapolis of a bond issue of Six Hundred Fifty Thousand (\$650,000.00) Dollars for the use of said Board of Health, for the erection of certain units provided for in the plans formerly submitted to the City of Indianapolis by Architect Adolf Scherrer, which plans were previously adopted by said Board of Health and two (2) units have already been built thereunder; and that the funds desired now are for the purpose of erecting two (2) more units and connecting corridor as shown in said Scherrer plans: one unit at the west end thereof known and designated on said plans as unit "K," the same being marked "Special Ward;" the other unit being at the east end of said plans and designated as "A, C, D, and E" and marked on said plans "Nurses' Home and Administration Building;" also corridor complete for connecting all units of said hospital and marked and designated on said plans as "B" and called "Connecting Corridors;" and for the employment and payment of all necessary architectural services needed in the inspection, construction and completion of the aforesaid plans, specifications and buildings.

H. G. MORGAN,

Secretary Board of Health.

From the Board of Public Safety:

February 20, 1922.

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

Gentlemen—Please find attached hereto General Ordinance No. 18, which is a codification of the traffic laws and rules for the City of Indianapolis fixing a time when the same shall take effect, which ordinance the Board of Public Safety requests you to pass at the next meeting.

BOARD OF PUBLIC SAFETY,

By Oscar O. Wise, *Executive Secretary.*

February 20, 1922.

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

Gentlemen—Please find attached hereto General Ordinance No. 19 creating and authorizing the position of an additional First Assistant Chief of the Fire Force in the Fire Department under the Department of Public Safety in the City of Indianapolis, fixing the salary thereof and fixing a time when the same shall take effect, which ordinance the Board of Public Safety requests you to pass at your next meeting.

The Ordinance herein referred to authorizing the Board to appoint one additional First Assistant Fire Chief is made necessary in order to comply with the following act passed by the General Assembly of the State of Indiana at a special session of said body and approved Aug. 4, 1920.

CHAPTER 57.

"AN ACT to regulate hours of duty of the members of the fire department or fire force in every city or town in the State of Indiana, having a population of more than fifteen thousand (15,000) according to the last preceding census of the United States, providing for the payment of said members and fixing a time when the same shall take effect."

Section 1. Be it enacted by the General Assembly of the State of Indiana, That the fire department or fire force in every city or town with a population exceeding fifteen thousand (15,000) according to the last preceding census of the United States, and having a regularly organized paid fire department or fire force, shall be divided into two bodies or platoons, one to perform day service and one to perform night service. In cases of emergency, the chief of the fire force, or the assistant chief or the chief officer in charge at any fire, shall have power to assign all members of the fire force to continuous duty, or to continue any member thereof on duty, as may be necessary. No member of either of said platoons shall be required to perform continuous duty for a longer consecutive period than 24 hours; excepting as may be necessary to equalize the hours of duty and service and also except when necessary as above provided. This act shall take effect the 1st day of January, 1921.

Respectfully,

BOARD OF PUBLIC SAFETY,

By Oscar O. Wise, *Executive Secretary.*

From the Board of Public Works:

February 10, 1922.

Mr. J. H. Rhodehamel,
City Clerk,
City.

I submit, herewith, contract between the Board of Public Works and the Hydraulic-Press Brick Co. giving said company the right to lay and maintain a sidetrack or switch across E. 32nd St., west of and immediately adjoining the Chicago, Indianapolis & Louisville Ry. Co.

Kindly bring this to the attention of the Common Council at the first meeting.

Yours truly,

GEO. O. HUTSELL,

Clerk Board of Public Works.

February 18, 1922.

Mr. John W. Rhodehamel,
City Clerk,
City.

Dear Sir—I submit, herewith, contract between the Board of Public Works and Henry Marks's Sons, giving said firm the right to lay and maintain a switch from a point 45' south of the SPL of W. St. Clair St., in the first alley west of N. Senate Ave. through said alley and across said St. Clair St., to the NPL of said St. Clair

St., where the same intersects said alley and adjacent to the C. C. C. & St. L. Ry.

Kindly bring this to the attention of the Common Council at the first meeting.

Yours truly,
GEO. O. HUTSELL,
Clerk Board of Public Works.

REPORTS FROM STANDING COMMITTEES.

From the Committee on Finance.

February 20, 1922.

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

Gentlemen—We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 3, 1922, entitled "An ordinance making an appropriation of \$25.00 to the Department of Finance for the purpose of refunding the Pathe Moving Picture Corporation for overpayment of license," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

LLOYD D. CLAYCOMBE,
BEN H. THOMPSON,
JOHN E. KING,
I. L. BRAMBLETT,
HEYDON BUCHANAN,
Chairman.

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

INTRODUCTION OF APPROPRIATION ORDINANCES.

By the City Controller:

APPROPRIATION ORDINANCE NO. 6, 1922.

AN ORDINANCE, appropriating the sum of One Thousand (\$1,000.00) Dollars to the Department of Public Safety out of the General Fund for use by the Director of Fire Prevention to aid the work of a City Wide Fire Prevention Committee to be appointed for the purpose of carrying on an extensive campaign for Fire Prevention in the City of Indianapolis, and providing a time when the same shall take effect.

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

Section 1. That there be, and is hereby appropriated to the Board of Public Safety out of the General Fund of the City of Indianapolis the sum of One Thousand (\$1,000.00) Dollars, for use by the Director

of Fire Prevention to aid and assist the work of a City Wide Committee in an extensive campaign for the prevention of fires in the City of Indianapolis, said sum of money to be used for the printing of circulars, report cards and other printed matter, necessary postage for the mailing of the same, and other necessary expenditures to aid in the Fire Prevention Work which, in the opinion of the Director of Fire Prevention, will be helpful and beneficial to the Public Welfare in preventing fires in the City of Indianapolis.

Section 2. All money hereby appropriated shall be expended only for the purpose aforesaid, and shall be paid only upon vouchers of the Board of Safety, which vouchers shall also be signed and approved by the Director of Fire Prevention.

Section 3. 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 the City Controller:

APPROPRIATION ORDINANCE NO. 7, 1922.

AN ORDINANCE creating a fund under the Department of Public Safety to be known as the Badge and Button fund, authorizing the purchase of badges and buttons for policemen, firemen, special policemen, city employees and fire line badges, and providing the manner in which special policemen, city employees and holders of fire line badges may procure such badges from the Department of Public Safety. Transferring and re-appropriating the sum of Two Hundred and Eighty-five (\$285.18) Dollars and Eighteen Cents from the supplies and maintenance fund in said department to the Badge and Button fund in said department, and fixing a time when the same shall take effect.

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

Section 1. That there be and is hereby created under the Department of Public Safety of the City of Indianapolis, a fund to be known as the Badge and Button fund, said fund to be used for the purchase of badges, buttons, wreaths, and stars for the use of policemen, special policemen, firemen, city employees and holders of fire line and other badges who are appointed or given the right to wear such badges by the Board of Public Safety, said fund to be maintained and provided for as far as possible by deposits made with the Department of Public Safety by policemen, firemen, special policemen, city employees and the holders of fire line and other badges who are authorized by said board to wear the same, said deposits to be returned to said policemen, firemen, special policemen, city employees and other holders of said badges by the Department of Public Safety upon the termination of their right to use such badges, buttons, etc.

Section 2. The Department of Public Safety is hereby authorized to require of such policemen, firemen, special policemen, city employees and holders of fire line and other badges, a deposit to be made with the City Controller to insure the return of such badges, buttons, etc., at the expiration or termination of their right to wear the same.

The following amounts for the various badges, buttons, etc.

Special police badges (new issue).....	\$1.00
Police coat badge.....	1.00
Gold or Silver stars (police), each.....	.50
Captain's and Lieutenant's gold badges, each.....	1.00
Cap wreaths or plates (police), each.....	1.00
Firemen's coat badges.....	1.00
Firemen's cap badges.....	.50
Coat buttons (firemen), each.....	.07
Vest buttons (firemen), each.....	.04
Battalion chief cap badge.....	.75
Battalion chief coat badge.....	1.00
Fireline badges50
Press badges50

Section 3. That in addition to the deposits herein before mentioned, said special policemen, city employees and holders of fire line and other badges before being granted the right to wear such badges shall be required to pay into the office of the City Controller the sum of Fifty (\$0.50) Cents, as an issuing fee. That each special policeman now acting as such or who shall hereafter be empowered by the Board of Public Safety to act as such special policeman shall be required by said board to surrender to the Department of Public Safety the badges held by them and to renew their police powers within thirty (30) days from the thirty-first (31) day of December of each year hereafter and to pay into the office of the City Controller the sum of fifty (\$.50) cents, for which shall be issued to them a new badge by the Department of Public Safety.

Section 4. That the sum of Two Hundred and Eighty-five (\$285.18) Dollars and Eighteen Cents be and is hereby transferred from the Supplies and Maintenance fund in the Department of Public Safety to the Badge and Button fund in the same Department, and that said sum of Two Hundred and Eighty-five (\$285.18) Dollars and Eighteen Cents is hereby re-appropriated to said Badge and Button fund in the Department of Public Safety. That such sum as may be remaining on hand with the Department of Public Safety belonging to said fund on account of deposits heretofore made with the Department of Public Safety and issuing fee paid to said Department of policemen, firemen, special policemen, holders of fire line and other badges shall be paid by said Department into the office of the City Controller as a part of and credited to said Badge and Button fund.

Section 5. That whereas, an emergency now exists for the creation of said fund, the transfer and re-appropriation herein made, 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.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

By the City Controller:

GENERAL ORDINANCE NO. 16, 1922.

AN ORDINANCE transferring the sum of Five Hundred Dollars (\$500.00) from the Office Force Salaries Fund of the Street Commissioner's Department to a fund to be created and known as the Sewer New Equipment Fund of the Street Commissioner's Department transferring and re-appropriating said sum to said last mentioned fund, and declaring a time when the same shall take effect.

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

Section 1. That there be, and is hereby created a fund to be known as the Sewer New Equipment Fund of the Street Commissioner's Department.

Section 2. That there be, and is hereby transferred the sum of Five Hundred Dollars (\$500.00) from the Office Force Salaries Fund of the Street Commissioner's Department, and that the same be, and is hereby transferred and re-appropriated to a fund created herein, and known as the Sewer New Equipment Fund of the Street Commissioner's Department.

Section 3. 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 the City Controller:

GENERAL ORDINANCE NO. 17, 1922.

AN ORDINANCE, authorizing the sale of Six Hundred Fifty (650) bonds of One Thousand (\$1,000.00) Dollars each of the City of Indianapolis, Indiana, payable from the general revenues and funds of said city, or from the sinking fund of said city, or as may be required by law, for the purpose of procuring money to be used for the purpose of erecting and equipping certain buildings in connection with the City Hospital of the City of Indianapolis; providing for legal notice; providing for the time and manner of advertising sales of bonds and of the receipt of bids for the same, together with the mode and terms of sale, appropriating the proceeds of said sale of bonds to the Department of Health and Charities of said city, and fixing a time when the same shall take effect.

Whereas, this Board after being fully advised, is of the opinion that City of Indianapolis and its inhabitants thereof, to improve and better the conditions with reference to proper and adequate health protection for the City of Indianapolis and its inhabitants, and,

Whereas, an emergency now exists at the City Hospital on account of inadequate and dangerous accommodations for nurses and insufficient accommodations for patients, and that the same exists to such an extent that it will be necessary to construct certain additions to said hospital to meet the aforesaid requirements and emergencies incident to the growth and development of the city, and,

Whereas, this Board after being fully advised, is of the opinion that the cost of such necessary improvements will be approximately Six Hundred and Fifty Thousand Dollars (\$650,000.00), and,

Whereas, there is not now, and will not be, sufficient money in the fund of the Board of Health of the City of Indianapolis with which to meet the aforesaid expenditures of money for the purposes aforesaid, and it being necessary for the City of Indianapolis to borrow the sum of Six Hundred Fifty Thousand Dollars (\$650,000.00) and to issue and sell its bonds for that amount.

Now, Therefore, Be it Resolved, by the Board of Health of the City of Indianapolis, that an ordinance be prepared and presented to the Common Council of the City of Indianapolis and to the City Controller for passage, authorizing the issuance and sale by the City of Indianapolis of a bond issue of Six Hundred Fifty Thousand Dollars (\$650,000.00) for the use of said Board of Health, for the erection of certain units provided for in the plans formerly submitted to the City of Indianapolis by Architect Adolf Scherrer, which plans were previously adopted by said Board of Health and two (2) units have already been built thereunder, and that the funds desired now are for the purpose of erecting two (2) more units, and connecting corridors as shown in said Scherrer plans: one unit at the west end thereof known and designated on said plans as unit "K," the same being marked "Special Ward;" the other unit being at the east end of said plans and designated as "A, C, D and E" and marked on said plans "Nurses' Home and Administration Building;" also corridors complete for connecting all units of said hospital and marked and designated on said plans as "B" and called "Connecting Corridors;" and for the employment and payment of all necessary architectural services needed in the inspection, construction and completion of the aforesaid plans, specifications and buildings.

Whereas, it is, by the Common Council of the City of Indianapolis, deemed necessary and proper and for the best interest of the City of Indianapolis and the inhabitants thereof, to improve and better its conditions with reference to proper and adequate health protection for the City of Indianapolis, and its inhabitants and for such purpose to construct additional buildings for additional wards for patients, for a nurses' home and administration building, and connect up the same with corridors in accordance with the original plans of Architect Adolf Scherrer, and for other hospital purposes for and in connection with the City Hospital of the City of Indianapolis, Indiana, and,

Whereas, there are not now and will not be sufficient funds in the treasury of said city with which to accomplish the purposes aforesaid, and it will be necessary for the City of Indianapolis to borrow the sum of Six Hundred and Fifty Thousand Dollars (\$650,000.00) for said purposes, and to provide for and secure the re-payment thereof and to evidence said indebtedness, to issue and sell its bonds in said amount payable from the general funds or from the sinking fund of said city, or as may be required by law, therefore

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

Section 1. That the City Controller be and he is hereby authorized, for the purpose of procuring money with which to improve and better conditions with reference to proper and adequate health protection for the City of Indianapolis and its inhabitants, and for such purpose to tear down and remove such buildings as stand in the way, and to

construct two (2) new units and connecting corridors, conforming in a general way to the plans and specifications under which the two units, now completed and known as the Burdsall Units, were built, and which plans are known as the Adolf Scherrer plans; said improvements to consist of a Special Ward Unit at the west end of said plans and a Nurses' Home and Administration Building at the east end of said plans, and connecting corridor for and in connection with the City Hospital of the City of Indianapolis, Indiana, to prepare, issue and sell Six Hundred and Fifty (650) new bonds of the City of Indianapolis, Marion County, Indiana, of the sum of One Thousand (\$1,000.00) Dollars each, which bonds shall bear the date of _____, 1922, and shall be numbered from One (1) to Six Hundred and Fifty (650) both inclusive, and shall be designated "City Hospital Bonds, 1922," shall bear interest at the rate of five per centum (5%) per annum, payable semi-annually on the 1st day of January and the 1st day of July of each year of the period of said bonds and said installments of interest shall be evidenced by interest coupons attached to said Five Hundred (500) of said bonds shall mature and be payable at the rate of Twenty Thousand (\$20,000.00) Dollars in each year for Twenty-five (25) consecutive years beginning in the year 1923 and ending in the year 1947, and the remaining One Hundred Fifty (150) of said bonds shall mature and be payable at the rate of Fifty Thousand (\$50,000.00) Dollars in each year for three (3) consecutive years beginning in the year 1948 and ending in the year 1950. The first coupon attached to each bond shall be for the interest on said bond from date of issue until the first day of July, 1922. Said bonds and interest coupons shall be negotiable and payable at the Indiana Trust Company. Said bonds shall be signed by the Mayor and City Controller of said City of Indianapolis, and attested by the City Clerk, who shall affix the seal of said city to each of said bonds, and the interest coupons attached to said bonds shall be authenticated by a lithographic facsimile of the signatures of the Mayor and City Controller of said City engraved thereon, which shall for all purposes be taken, and deemed to be equivalent to a manual signing thereof. Said bonds shall be prepared by the City Controller in due form, irrevocably pledging the faith and credit of the City of Indianapolis to the payment of the principal and interest stipulated therein respectively.

It shall be the duty of the City Controller at the time of the issue and negotiation of said bonds, to register in a book kept for that purpose, all of said bonds so issued and negotiated in serial number, beginning with number One (1), giving also the date of their issuance, their amount, date of maturity, rate of interest, and the time and place where said interest shall be payable; said bonds shall be substantially in the following form, all blanks for numbers and dates to be properly filled before the issuance thereof:

No.....

\$1,000.00.

UNITED STATES OF AMERICA
CITY OF INDIANAPOLIS
MARION COUNTY, STATE OF INDIANA
CITY HOSPITAL BONDS—1922

For value received, the City of Indianapolis, in Marion County, in the State of Indiana, hereby promises to pay to the bearer, without

any relief from valuation or appraisement laws, on January
at

One Thousand Dollars in lawful money of the United States of America, together with interest thereon at the rate of Five Percent (5%) per annum from date until paid, the first interest payable on the first of July, 1922, and the interest thereafter payable semi-annually, on the first day of January and July respectively, upon the presentation and surrender of the proper interest coupons hereunto attached, and which are made a part of this bond.

This bond is one of an issue of Six Hundred Fifty (650) bonds, of One Thousand Dollars (\$1,000.00) each, numbered from One (1) to Six Hundred and Fifty (650) both inclusive, of date of A. D., issued by said City of Indianapolis, pursuant to an ordinance passed by the Common Council of said City, on, 1922, and an Act of the General Assembly of the State of Indiana, entitled "An Act concerning municipal corporations," approved March 6th, 1905, and acts supplementary thereof.

It is hereby certified that all the conditions, acts, and things essential to the validity of this bond exist, have happened, and have been done, and that every requirement of law affecting the issue hereof has been duly complied with and that this bond is within every debt and other limit prescribed by the Constitution and the Laws of the State of Indiana, and that the faith and credit of the City of Indianapolis, Indiana, are hereby irrevocably pledged to the punctual payment and interest of this bond according to its terms.

In Witness Whereof, the Common Council of the City of Indianapolis, Indiana, has caused this bond to be signed by the Mayor and the City Controller, and attested by the City Clerk, and the corporate seal of said City to be affixed this day of, 1922.

.....
Mayor.

.....
City Controller.

Attest:

.....
City Clerk.

Section 2. The City Controller shall, as soon as practicable after the passage of this ordinance, and after the publication of the notice of the herein determination to issue such bonds as provided in Section Eight (8) of this ordinance, advertise for bids or proposals for said bonds by at least two (2) insertions each, one week apart in the Indianapolis and the Indianapolis, daily newspapers of general circulation, printed and published in the City of Indianapolis, and may otherwise advertise for such bids or proposals as he may deem advisable. Said advertisements shall describe said bonds with such minuteness and particularity as the City Controller may see fit, and shall set forth the amount of the bonds to be sold and the rate of interest they shall bear, that the bidder may bid for all or any part of said bonds, the date of opening bids or proposals therefor, the right of the City Controller to reject any or all bids, the amount of deposit each bidder will be required to make, and when and where the bonds shall be delivered and paid for.

Section 3. Each and every bid and proposal shall be presented to the City Controller sealed, and shall be accompanied by a duly certified check upon some responsible bank of the City of Indianapolis, Indiana, payable to the order of the City Treasurer, for a sum of money which shall equal two and one-half per cent (2 1/2%) of the face or par value of the bonds bid for, or proposed to be purchased. The City Controller shall continue to receive all bids or proposals therefor at the office of the City Controller until twelve o'clock noon, on the day fixed by the Controller and designated in the advertisement for receiving bids or proposals, at which time and place and between the said hour and two p. m. of said day he shall open said bids or proposals. The City Controller shall award said bonds, or if he shall see fit, a part of any number thereof, to the highest and best bidder therefor: but said Controller shall have the full right to reject any and all such bids or proposals, or any part thereof, and shall have the right to accept any part of any bid, and to award upon any bid the whole or a less number of the bonds covered by such bid, he being the sole judge of the sufficiency or insufficiency of any bid. He may also, in his judgment and discretion, award a part of said bonds to one bidder and a part to another. These provisions shall apply in the case of re-offering and re-advertisement of said bonds as hereinafter provided.

Section 4. In case the City Controller shall reject all bids submitted, or if he shall award only a part of said bonds, he shall re-advertise the bonds remaining unsold in the manner as herein prescribed for the original advertisement, but in such re-advertisement he is authorized and directed to fix the date and the time both for receiving and opening bids or proposals and for the purchasers to take up and pay for the bonds which may be awarded. And he shall continue from time to time, in like manner, to re-advertise said bonds for sale until said bonds are sold.

Section 5. In case any bid or proposal shall not be accepted, and there shall be no award of bonds thereon by the Controller, he shall thereupon return to such unsuccessful bidder the certified check accompanying the same. If the Controller shall award the whole or any part of the bonds upon any bid or proposal, he shall thereupon deliver the certified check accompanying the same to the City Treasurer, who shall thereupon present the same for payment and shall be entitled to collect the same and shall hold the proceeds collected thereon until the completion of the purchase and the payment for the bonds so awarded. If, for any reason, said check shall not be paid upon presentation, such non-payment shall be taken and deemed a breach of contract for the purchase of said bonds upon the part of the purchaser, and the City, in that event, shall have the right to re-advertise said bonds for sale at once, and shall, in such event, retain said check, and shall have the right to collect the same for its own use, and said check and the proceeds thereof, when collected, shall be taken and deemed as agreed and liquidated damages for such breach of contract and as a payment to the City. In case any successful bidder shall fail to complete the purchase of bonds so awarded, and to pay for the same, within the time and manner herein required, or which may be prescribed by the City Controller as herein provided, the proceeds of such certified check deposited by such bidder shall be taken, considered and deemed as agreed and liquidated damages for the breach of such bidder's contract of purchase, and shall

be taken and deemed as a payment to the City for such damages, and shall be retained and held by said City for its use; but if such successful bidder shall complete the purchase of said bonds awarded to him pursuant to the provisions hereof and his bid and award thereon, said proceeds of said certified check shall thereupon be returned to such bidder; or, at the option of the City Controller, at the time of the completion of the sale and payment of these bonds, said proceeds of said certified check may be applied and deemed a payment on account of the purchase of said bonds.

Section 6. Delivery of any bonds sold shall be made at the office of the City Treasurer of the City of Indianapolis, Indiana, upon such day or days as may be specified in the advertisement or re-advertisement for proposals, or within such time thereafter as may be fixed by the Controller, or at such time or times as may be agreed upon by the Controller and the purchaser or purchasers, and the Controller may extend the time for such delivery not more than ten days after the day or days specified or agreed upon as above provided; and the successful bidder or bidders shall take the bonds awarded to him or them and pay for the same at such place and times, and his or her refusal, neglect or omission to do so shall be a breach of the contract of his bid or proposal, on account of which damages shall be retained or recovered as liquidated as provided in this ordinance.

Section 7. The bonds taken and paid for to the satisfaction of the City Controller shall be binding obligations upon the City of Indianapolis, according to their tenor and effect; and the proceeds derived from any sale or sales of bonds as herein authorized, shall be and hereby are appropriated to the use of the Department of Public Health and Charities, to be used for the purpose mentioned and described in Section One of this ordinance, and the City Controller is hereby authorized and directed to draw all proper and necessary warrants and to do whatever act may be necessary to carry out the provisions hereof.

Section 8. The Mayor, City Controller and the Corporation Counsel are hereby authorized and directed to publish notice of the herein determination to issue such bonds as required by law.

Section 9. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

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

By the Board of Public Safety:

GENERAL ORDINANCE NO. 18, 1922

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

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

Section 1. The term "Congested District" within the meaning of this ordinance, shall constitute all that part of the City of Indian-

apolis included within the limits of New York Street on the north, the west line of Capital Avenue on the West and the south line of Georgia Street on the south, and the east line of Alabama Street on the east, excepting that part therein bounded by the east line of Delaware Street on the west, the south line of Maryland Street on the north, the east line of Alabama Street on the east and the south line of Georgia Street on the south.

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

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

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

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

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

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

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

RULES OF THE ROAD.

Section 2. (a) Vehicles shall be driven in that part of the roadway to the right of the center, except one-way streets or alleys.

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

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

(d) A vehicle turning into another street on the left where left-hand turns are not herein prohibited shall circle around the center of the street intersection.

(e) No vehicle shall make a complete turn upon any street within the congested district except at street intersections. Provided, however, that no such turn shall be made at corners where left-hand turns are herein prohibited.

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

(g) All vehicles while loading or unloading goods, wares, or merchandise, or other material, within the congested district between the hours of eight a. m. and seven p. m. must stand parallel with the curb.

(h) There shall be no loading or unloading of coal upon the following streets: Washington Street, Illinois Street, Meridian Street, Pennsylvania Street, first block of Massachusetts Avenue between Ohio and New York Streets within the congested district between the hours of eight a. m. and seven p. m.

(i) Any vehicle waiting at the curb and not loading or unloading, shall promptly give way to another vehicle desiring to load or unload goods, wares, merchandise or other material, and no vehicle shall be left standing in any alley within the congested districts between the hours of eight a. m. and seven p. m. longer than is necessary for the purpose of loading and unloading goods, wares, or merchandise, and other material.

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

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

(l) All vehicles and street and interurban cars stopping at crossings shall stop back of a point parallel with the property line of the intersecting street to its right

DRIVERS' SIGNALS.

Section 3. The driver of any vehicle about to stop or turn from one street to another, or turn in said street where turning is not herein prohibited, unless, and before so stopping or turning, he shall have given a signal with the arm or some device showing in which direction he intends to turn such vehicle, or that he intends to stop, such signal to be given in such manner that such arm or some device is visible to those following closely in the rear; in case where a left turn is not herein prohibited such driver shall give signal by holding the arm or device out of such vehicle in a stationary, horizontal manner. In case such driver of such vehicle intends turning to the right or stop, he shall give such a signal by extending his arm with the forearm raised at right angles and operator intending to stop his vehicle shall extend his arm and move it up and down in a vertical direction; provided the driver of a closed vehicle shall indicate his intention of turning or stopping by closing down and sounding a warning on the horn.

Section 4. (a) That police vehicles, fire department vehicles, vehicles transporting United States mail and ambulances shall have the right of way over all traffic in any street or other public place, and through any procession, provided, however, that the fire and police department apparatus shall have the right-of-way over kind of traffic whatsoever; and provided further, that the fire apparatus shall have the right-of-way over police apparatus.

(b) That all vehicles traveling upon the public streets of the City of Indianapolis shall give the right-of-way to other vehicles approaching along intersecting streets from the right and shall have

the right-of-way over those approaching from the left, excepting at the street intersections from Georgia Street to Maple Road on Capitol Avenue, Illinois Street and Meridian Street upon which streets between the points hereinbefore mentioned the north and south traffic shall have the right-of-way over the east and west traffic, and vehicles approaching from the east or west within said points before entering said Capitol Avenue, Illinois Street and Meridian Street shall come to a complete stop before continuing into or crossing said streets and also excepting at the intersections between Highland Avenue and Emerson Avenue on East Michigan Street and at the intersections between Highland Avenue and Emerson Avenue on East New York Street at which intersections the east and west traffic shall have the right-of-way over the north and south traffic and the vehicles approaching said street at said intersection shall come to a complete stop before entering into or crossing said East Michigan Streets and East New York Street between Highland Avenue and Emerson Avenue and said public streets between the points and at the intersections hereinbefore mentioned are hereby declared to be and are hereby designated as preferential traffic streets for the purpose of regulating traffic upon, crossing over or turning into the same.

(c) At street intersections where silent policemen are placed vehicles entering such intersections shall not cross the center of such intersecting streets if at such time another vehicle is approaching from its right and about to cross its path, and is at a point within three (3) feet of such intersection. Each vehicle at the right unless herein otherwise provided shall have the right-of-way over such other vehicle.

(d) That the following named streets are hereby declared to be and are hereby made one way traffic streets with no parking between the hours of eight a. m. and seven p. m. between the points hereinafter designated: Bird Street, north bound traffic only from New York Street to Ohio Street; Hudson Street, north bound traffic only from New York Street to Ohio Street; Chesapeake Street, west bound traffic only from Delaware to Capitol Avenue.

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

PARKING.

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

(a) In the congested district no vehicle shall be parked for a continuous period of more than one (1) hour between the hours of eight a. m. and seven p. m. unless herein otherwise provided.

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

(c) All vehicles within the City of Indianapolis when parked shall be parked parallel with the curbing within six (6) inches thereof, unless hereinafter otherwise provided.

(d) On Washington Street from Southeastern Avenue to White River between the hours of 8:00 o'clock a. m. and 7:00 o'clock p. m. vehicles shall be parked at an angle of forty-five (45) degrees.

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

(f) On Market Street from Pennsylvania Street to Delaware Street and on Kentucky Avenue from Washington Street to Maryland Street, no vehicle shall be parked at the curbing for a longer period than fifteen minutes.

(g) During such hours as the East Market of the City of Indianapolis shall be opened, vehicles shall be parked at right angles with the curbing in such a manner that both front wheels of such vehicles will touch such curbing as follows: Both sides of Market Street from Delaware Street to Alabama Street, the north side of Washington Street from Delaware Street to Alabama Street, the east side of Delaware Street from Washington Street to Wabash Street and the west side of Alabama Street from Washington Street to Wabash Street, at which places during the hours the East Market is opened the limit of one hour parking shall not apply.

(h) No vehicle shall be parked at any time within the congested district in Pearl Street, Court Street, and Wabash Street or in any alley therein.

(i) There shall be no parking between the hours of eight a. m. and seven p. m. at the following places: The west side of Illinois Street from Washington Street to Court Street, the east side of Illinois Street from Washington Street to Pearl Street, the east side of Meridian Street from Washington Street to Pearl Street and the west side of Pennsylvania Street from Washington Street to Court Street.

(j) No vehicle shall be parked or permitted to stop within fifteen (15) feet of any fire hydrant.

(k) Between the hours of seven o'clock p. m. and eight o'clock a. m. there shall be no limitations as to the duration of time in which a vehicle shall be parked.

(l) The Board of Public Safety of the City of Indianapolis may, by distinctive lines or other signs, mark off such parking spaces as they may deem necessary and proper in a manner that may be visible and easily seen.

(m) There shall be no parking of vehicles in front of the entrance of any hotel, theater, moving picture house or public meeting place within the City of Indianapolis.

SAFETY ZONES.

Section 6. (a) For the purpose of protecting the life and limb of pedestrians and passengers alighting from, or boarding, street cars at each corner in the congested district the Board of Public Safety of the City of Indianapolis may establish safety zones which shall be marked off and indicated by painted lines, standards, discs or loading platforms and it shall be unlawful for the driver of any vehicle to drive over or into any such safety zones or any such painted lines, standard, discs, or loading platform at any time.

(b) No vehicle shall remain stationary in that part of the street parallel to any such safety zones or within forty (40) feet thereof or within twenty (20) feet from the end thereof, except upon signal of the traffic officer directing the traffic at such place, or to unload freight or passengers to business houses fronting on such safety zones, where there is not other means of access thereto.

(c) The occupant of any premises may prevent the parking of vehicles upon any public streets in front of such premises in the following manner, such occupants shall deposit in the office of the City Controller the sum of Ten Dollars (\$10.00) for which deposit the Controller shall give a receipt which, when presented to the Chief of Police shall entitle such occupant to receive two Silent Policemen bearing the inscription "No Parking" or words of equivalent meaning, such occupant upon returning to the Chief of Police said silent policemen shall receive a receipt which when presented to the Controller shall entitle him to a refund of said deposit. Such occupant may place said silent policemen upon the edge of the sidewalk adjacent to the roadway in front of said premises and while they are so placed no vehicle shall be parked in the space included between them; provided, however, that if any vehicle is lawfully parked therein when said silent policemen are set out, such vehicle may remain parked therein until the expiration of the then remaining parking time allowed by this ordinance. Only a space not greater than eighteen (18) feet in length may be reserved in the foregoing manner. Reservations of space and the prohibition of parking therein shall be made only when such space is required immediately by said occupants, or will be required within the period of one hour at a time to each place of business within the hours of eight a. m. and seven p. m., and then only for use in furtherance of the ordinary purpose for which such premises are occupied and such space shall be released immediately upon the termination of the necessity for reservations thereof, and nothing contained in this paragraph shall authorize the reservation of space for the parking of an occupant's own vehicle or vehicles. When there are two or more occupants of any premises who use a common entrance thereto only one space can be reserved, provided, however, that by private arrangements among themselves such occupants may make common use of a single set of silent policemen.

(d) During any public parade, assembly or demonstration upon the public streets or during an emergency the police department and members thereof may prohibit parking upon any street, and any owner, driver or operator of any vehicle when called upon by the police officer at any such time to remove the same shall do so immediately; and if such owner, driver, or operator cannot be found, any police officer may himself remove such vehicle.

RIGHT-HAND TURNS.

Section 7. (a) Street cars and all other vehicles desiring to turn at the right at crossings must follow the direction as indicated by the traffic officer at such crossing, which traffic officer may give such direction by the use of semaphore, voice or signal.

LEFT-HAND TURNS.

Section 8. (a) No vehicle shall be turned to its left for the purpose of turning around in any street, or for turning into another street at any of the following corners, within such city, during the

hours any traffic policeman is on duty at any such corner: Washington and Illinois Streets, Capitol Avenue and Washington Street, Washington and Meridian Streets, Washington and Pennsylvania Streets, Washington and Delaware Streets, Maryland and Pennsylvania Streets, Maryland and Illinois Streets, Market and Illinois Streets, Ohio and Meridian Streets, Ohio and Pennsylvania Streets, New York and Meridian Streets, New York and Delaware Streets.

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

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

(b) On Indiana Avenue at Illinois Street southbound traffic shall move with southbound traffic into Illinois Street.

(c) On Virginia Avenue at Pennsylvania Street, northbound traffic shall move with northbound traffic in Pennsylvania Street.

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

(e) On Massachusetts, Indiana, Kentucky and Virginia Avenues, except as otherwise herein provided, all vehicles shall be governed as to the direction they move at crossings by the signals of police officers and the indication of three (3) way semaphores.

ONE WAY STREETS.

Section 10. (a) In the congested district in Wabash, Court, Pearl, Muskingum and Chesapeake Streets, all vehicles shall move in one direction only entering from the south and proceeding north or entering from the east and proceeding to the west.

(b) In all north and south alleys in the congested district vehicles shall enter from the south and proceed to the north. In all east and west alleys in the congested district, vehicles shall enter from the east and proceed toward the west, and all traffic shall turn to the right when entering or leaving these streets or alleys.

LOADING AND UNLOADING PASSENGERS.

Section 11. Taxicabs and all other vehicles, except street cars, must load or unload passengers at a point in the street at the curbing, and in no other place, and in no instance shall such loading or unloading occur within five (5) feet of any street or of any alley intersection.

OFFICERS' SIGNALS.

Section 12. Traffic officers stationed at street intersections within the congested district shall direct the movement of all the vehicles within such street intersection by the use of semaphore or other signal. In case such signal consists of a whistle, such officer shall give one blast of the whistle which shall indicate that traffic shall move north and south; two blasts of such whistle shall indicate that traffic shall move east and west. At any intersection where Massachusetts, Indiana, Kentucky or Virginia Avenues intersect, such traffic shall move in case of such signal by three blasts of the whistle, unless otherwise herein provided. A series of short blasts of such whistle shall indicate danger. Traffic shall move in only one direction and

when indicated by such signals or by signal displayed such as a semaphore and operated by traffic or other police officers, indicating the direction to which traffic is to move. This provision shall govern the movement of all vehicles and all street and interurban cars.

DRIVERS' AND PEDESTRIANS' SIGNALS.

Section 13. All drivers and pedestrians must at all times comply with any direction given by the voice, hand or other means by any member of the police or fire force as to stopping, starting, approaching or departing from any place, the manner of taking up and setting down passengers and loading or unloading goods.

PEDESTRIANS.

Section 14. (a) All pedestrians crossing the streets at street intersections in the congested district shall cross at right angles and shall not cross diagonally at such intersections. Such pedestrians shall cross only on the signal of the traffic officer if one is stationed at such crossing, and shall move only in the same direction as the traffic.

(b) Pedestrians shall only cross streets at street intersections.

TAXICAB STANDS.

Section 15. (a) No taxicab shall park at any place within the congested district except within the following places:

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

2. For a continuous space of one hundred fifty (150) feet on the east end of Market Street between Illinois Street and Capitol Avenue on the north side thereof.

3. On the north side of Jackson Place between Illinois Street and McCrea Street; provided, however, that all such taxicabs shall be parked at right angles with the north curb of Jackson Place with the rear of such machines parked flat against such curb; and provided further that no such taxicabs shall be parked within fifty (50) feet of the east curb line of Illinois Street or the west curb line of McCrea Street.

4. Between the hours of eight o'clock a. m. and seven o'clock p. m. no vehicles except taxicabs shall park in or on any of the aforesaid spaces reserved for taxicabs.

TRAFFIC IN VICINITY OF UNION STATION.

Section 16. (a) All vehicles in McCrea Street from Georgia Street to Louisiana Street shall move in one direction only, entering from the north and proceeding to the south.

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

COMMERCIAL DELIVERY VEHICLES.

Section 17. (a) On all streets, alleys and public places, commercial delivery and slow moving vehicles shall be operated within

three (3) feet of the right hand curb of such street, unless prevented from doing so by another vehicle at or near such curb.

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

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

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

(c) No vehicle shall be driven or maintained upon the streets or public places of such city containing any material or load projecting a distance of more than five feet from the rear end of such vehicle, unless the same shall be provided with a signal as herein provided. From the hours of thirty (30) minutes after sunset to thirty (30) minutes before sunrise, such vehicle shall have attached to the rear end of such load a red light of sufficient rays to be visible a distance of two hundred (200) feet, and, if in the daytime, such signal shall be a red flag in place of such red light.

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

TOWING VEHICLES.

Section 20. No vehicle shall tow another in or upon any street or public place, unless such vehicles are operated at a distance of less than eighteen feet apart. If such vehicle being towed at any time between one-half hour after sunset and one-half hour before sunrise, such vehicle being towed shall maintain lights on both sides and the rear thereof, visible in the rear, and on both sides for a distance of at least two hundred (200) feet.

TRAILERS.

Section 21. (a) Not more than one vehicle with or without motive power commonly called a trailer, may be attached to another vehicle having motive power.

(b) No trailer shall be attached to any vehicle in such manner as to leave more space than five (5) feet between the rear line of the body of the front vehicle and the front of the body of such trailer.

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

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

AGE OF DRIVER.

Section 22. No one under eighteen (18) years of age shall be permitted to drive any motor vehicle and no one under fourteen (14) years of age shall be permitted to drive any horse-drawn vehicle.

OWNER PERMITTING CHILD TO DRIVE.

Section 23. It shall be unlawful for the owner of any motor vehicle or motor bicycle or other person to permit the same to be driven by any person under sixteen (16) years of age and it shall be unlawful for the owner of any horse-drawn vehicle or other person to permit the same to be driven by any person under the age of fourteen (14) years.

HANGING ON VEHICLE.

Section 24. No one shall ride upon, hold to or hang upon any vehicle, in such manner that his body or any part of it shall protrude beyond the limits of the vehicle.

SMOKE AND VAPOR.

Section 25. No vehicle shall be operated in or upon any street, alley or other public place within such city when the same emits smoke or offensive vapors.

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

(a) The use of an automobile horn for any purpose other than as a warning of approach or as a danger signal is hereby declared to be a nuisance.

STREET CAR REGULATIONS.

Section 27. (a) Street cars shall have the right of way over all other traffic except as herein otherwise provided, between cross streets. In case any vehicle or person shall be in or upon any track over which an approaching street car is traveling, the operator of such street car shall signal the driver of such vehicle, or such pedestrian, to get out of such track by gong, and upon such signal, it shall be the duty, as soon as practicable, for such driver of such vehicle or such pedestrian, to turn out of such track.

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

cars or trailers are attached together, or about to be attached together, for the purpose the same being operated while connected with each other.

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

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

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

Any person, firm, or organization violating any of the provisions of this ordinance shall, upon conviction, be fined in any sum not exceeding three hundred (\$300.00) dollars to which may be added imprisonment, not exceeding one hundred and eighty (180) days.

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

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

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

By the Board of Public Safety:

GENERAL ORDINANCE NO. 19, 1922.

AN ORDINANCE creating and authorizing the position of an additional First Assistant Chief of the Fire Force in the Fire Department under the Department of Public Safety in the City of Indianapolis, Ind., fixing the salary thereof, and fixing a time when the same shall take effect.

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

Section 1. That there be and is hereby created and authorized the position of an additional First Assistant Chief of the Fire Force in the Fire Department under the Department of Public Safety of the City of Indianapolis.

Section 2. That the salary of said additional First Assistant Fire Chief be and the same is hereby fixed at Three Thousand (\$3,000.00) Dollars per annum.

Section 3. That whereas an emergency now exists for the immediate passage of this Ordinance, the same shall be in full force and effect from and after its passage.

Which was read a first time.

Mr. Claycombe moved that the rules be suspended and General Ordinance No. 19, 1922, be placed upon its passage.

The roll was called and the rules were suspended by the following vote:

Ayes, 8, viz.: Messrs. Bramblett, Buchanan, Clauer, Claycombe, King, Ray, Thompson and President Theodore J. Bernd.

Mr. Claycombe called for General Ordinance No. 19, 1922, for second reading. It was read a second time.

Mr. Claycombe moved that General Ordinance No. 19, 1922, be ordered engrossed, read a third time and placed upon its passage. Carried.

General Ordinance No. 19, 1922, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Bramblett, Buchanan, Clauer, Claycombe, King, Ray, Thompson and President Theodore J. Bernd.

By the Board of Public Works:

SWITCH CONTRACT.

GENERAL ORDINANCE NO. 20, 1922.

AN ORDINANCE approving a certain contract granting the Hydraulic-Press Brick Company of Indianapolis, Indiana, the right to lay and maintain a sidetrack or switch across East Thirty-Second Street, west of and immediately adjoining the Chicago, Indianapolis & Louisville Ry. Co. (Monon Railway) according to the blue print attached, in the City of Indianapolis, Indiana.

Whereas, heretofore, to-wit: on the 31st day of January, 1922, filed his petition before the Board of Public Works of the City of Indianapolis, as follows:

PETITION.

To Board of Public Works,
City of Indianapolis.

Gentlemen—Application is hereby made by the undersigned for your permission to lay and maintain a sidetrack or switch track across East Thirty-Second Street, west of and immediately adjoining, and to connect with, the passing track of the Chicago, Indianapolis & Louisville Railway Company. Said point of connection being ninety (90) feet north of the north side of said East Thirty Second Street into and across lots number twenty-three (23) to thirty-three (33)

both inclusive in Block Five (5) of North Side Addition to the City of Indianapolis, said side track to lay parallel with and forty feet (40') inside of the east property line of party of the first part, all as shown on blue print filed with, made a part of, and attached to this application, the top of the rails of such switch track to be on a level with the top of the rails of said passing track.

This contract to be null and void in the event said side track is not laid within one (1) year from this date.

Very respectfully,

HYDRAULIC-PRESS BRICK COMPANY,

E. O. Hervey, *Manager.*

Now, therefore, this agreement made and entered into this 31st day of January, 1922, by and between the Hydraulic-Press Brick Company of the City of Indianapolis, County of Marion, State of Indiana, party of the first part, and the City of Indianapolis, by and through its Board of Public Works, party of the second part.

Witnesseth: That the party of the first part, being desirous of securing a right of way for a sidetrack or switch across East Thirty-Second Street, west of and immediately adjoining the Chicago, Indianapolis & Louisville Railway, in the City of Indianapolis, which is more specifically described as follows:

A sidetrack or switch track across East Thirty-Second Street, west of and immediately adjoining, and to connect with, the passing track of the Chicago, Indianapolis & Louisville Railway Company. Said point of connection being ninety (90) feet north of the north side of said East Thirty-Second Street. Said track thence running southwestwardly across said East Thirty-Second Street into and across lots number twenty-three (23) to thirty-three (33) both inclusive in Block Five (5) of North Side Addition to the City of Indianapolis, said sidetrack to lay parallel with and forty feet (40') inside of the east property line of party of the first part, all as shown on blue print filed with, made a part of, and attached to this application, the top of the rails of such switch track to be on a level with the top of the rails of said passing track.

This contract to be null and void in the event said side track is not laid within one (1) year from this date.

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 East Thirty-Second 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 effecting 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 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 violation 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 said East Thirty-Second Street, in the City of Indianapolis, all as shown by the drawing attached hereto, filed herewith and for greater certainty marked "Exhibit A."

IN WITNESS WHEREOF, We have hereunto set our hands this 31st day of January, 1922.

HYDRAULIC-PRESS BRICK COMPANY,

By E. A. Henry, *Manager.*

Party of the First Part.

Witness: W. S. Arbuckle.

CITY OF INDIANAPOLIS,

By
President.

W. H. FREEMAN, V. P.

M. J. SPENCER,
Board of Public Works,
Party of the Second Part.

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

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

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

Which was read a first time.

Mr. King moved that the rules be suspended and General Ordinance No. 20, 1922, be placed upon its passage.

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

Ayes, 6, viz.: Messrs. Bramblett, Clauer, Claycombe, King, Ray and President Theodore J. Bernd.

Noes, 2, viz.: Messrs. Buchanan and Thompson.

President Bernd referred General Ordinance No. 20, 1922, to the Committee on Public Works.

By the Board of Public Works:

SWITCH CONTRACT

GENERAL ORDINANCE NO. 21, 1922

AN ORDINANCE approving a certain contract granting H. Benjamin Marks and Isaac Marks, partners doing business under the name of Henry Marks' Sons, the right to lay and maintain a sidetrack or switch from a point forty-five feet south of the south property line of West St. Clair Street, in the first alley west of North Senate Avenue through said alley and across said St. Clair Street to the north property line of said St. Clair Street where the same

intersects said alley and adjacent to the rails of the C., C., C. & St. L. Ry., according to blue print attached, in the City of Indianapolis, Indiana.

Whereas, heretofore, to-wit: on the _____ day of February, 1922, H. Benjamin Marks and Isaac Marks, partners doing business under the name of Henry Marks' Sons, filed his petition before the Board of Public Works of the City of Indianapolis, as follows:

PETITION

To Board of Public Works,
City of Indianapolis.

Gentlemen—We respectfully request permission to lay a switch from a point on the tracks of the C., C., C. & St. L. Ry. in the first alley west of North Senate Avenue at a point forty-five feet south of the south property line of West St. Clair Street, through said alley and across said St. Clair Street to the north property line of said street near where the same intersects said alley.

Now, therefore, this agreement made and entered into this _____ day of February, 1922, by and between H. Benjamin Marks and Isaac Marks, partners doing business under the name of Henry Marks' Sons, 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 point on the tracks of the C., C., C. & St. L. Ry., in the City of Indianapolis, which is more specifically described as follows: In the first alley west of North Senate Avenue, forty-five feet south of the south property line of West St. Clair Street through said alley and across said St. Clair Street to the north property line thereof near the intersection with said alley, 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 said alley and St. Clair Street shall, at all times, be kept improved and in repair and free from obstructions or defects of any kind. No car or cars shall be permitted to obstruct such crossing or to be thereon except for such time as may be absolutely necessary in moving them back and forth, and they shall be at no time stopped or detained thereon in such manner as to obstruct public travel.

(4) Said party of the first part agrees, upon the written order of said Board, made for any good cause affecting the interest of the

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

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

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

(7) Any violations of any of the provisions of this instrument by said party of the first part, or by any one for it or 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 said St. Clair Street. It is further agreed that unless this switch is laid within one year from date, this contract is approved by the Common Council of the City of Indianapolis, this contract will be null and void 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 day of February, 1922.

HENRY MARKS' SONS,

By Isaac Marks.

Party of the First Part.

CITY OF INDIANAPOLIS,

By

President.

W. H. FREEMAN, *Vice-Pres.*

M. J. SPENCER,

BOARD OF PUBLIC WORKS,

Party of the Second Part.

And, whereas, said contract has been submitted by the Board of Public Works to the Common Council of the City of Indianapolis, for its consideration and action, now, therefore,

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

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

Which was read a first time.

Mr. King moved that the rules be suspended and General Ordinance No. 21, 1922, be placed upon its passage.

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

Ayes, 6, viz.: Messrs. Bramblett, Clauer, Claycombe, King, Ray and President Theodore J. Bernd.

Noes, 2, viz.: Messrs. Buchanan and Thompson.

President Bernd referred General Ordinance No. 21, 1922, to the Committee on Public Works.

By Mr. King:

GENERAL ORDINANCE NO. 22, 1922.

AN ORDINANCE amending a portion of Section 749 of General Ordinance No. 12 of the City of Indianapolis, reducing the License Fee of Junk Dealers.

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

That clause No. 4, headed "Junk Dealer," be amended to read as follows:

JUNK DEALER—For conducting, maintaining or entering into the business of junk dealer, twenty-five dollars; of General Ordinance No. 12, 1917, of the City of Indianapolis.

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

By Mr. Wise:

SPECIAL ORDINANCE NO. 1, 1922.

AN ORDINANCE entitled "An ordinance providing for the change of the names of certain streets in the northwest part of the City of Indianapolis."

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

Section 1. That the name of West Thirty-fifth Street from Barnes Avenue to Crescent Street be, and the same is, hereby changed to Pomander Place;

That the name of Water Street from Barnes Avenue to Crescent Street be, and the same is, hereby changed to West Thirty-seventh Street;

That the name of West Thirty-fourth Street from the Canal to Northwestern Avenue be, and the same is, hereby changed to West Thirty-sixth Street;

That the name of Clark Street from the Canal to Northwestern Avenue be, and the same is, hereby change to West Thirty-fifth Street;

That the name of West Thirty-third Street from the Canal to Northwestern Avenue be, and the same is, hereby changed to West Thirty-fourth Street;

That the name of Regal Place from the Canal to Northwestern Avenue be, and the same is, hereby changed to West Thirty-third Street.

Section 2. That, whereas, an emergency exists therefor, this ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

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

ORDINANCES ON SECOND READING

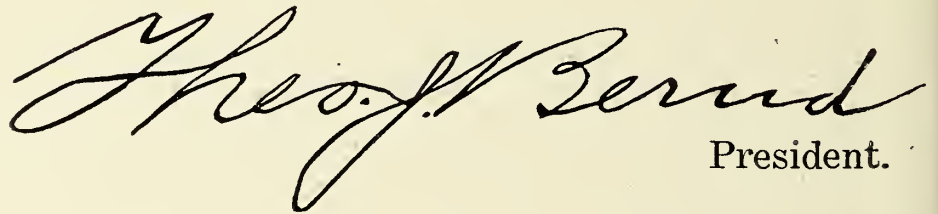
Mr. Claycombe called for Appropriation Ordinance No. 3, 1922, for second reading. It was read a second time.

Mr. Claycombe moved that Appropriation Ordinance No. 3, 1922, be ordered engrossed, read a third time and placed upon its passage. Carried.

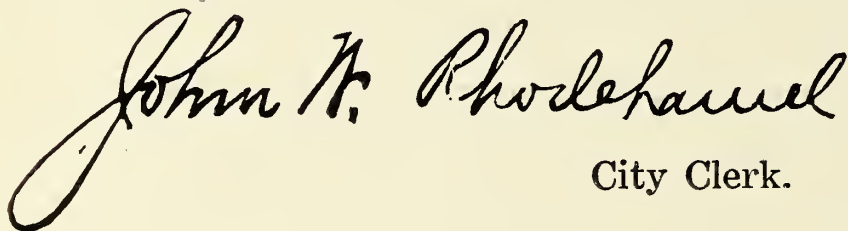
Appropriation Ordinance No. 3, 1922, was read a third time and passed by the following vote:

Ayes, 8, viz.: Messrs. Bramblett, Buchanan, Clauer, Claycombe, King, Ray, Thompson and President Theodore J. Bernd.

On motion of Mr. Buchanan the Common Council at 8:50 o'clock p. m. adjourned.


President.

Attest:


City Clerk.