

REGULAR MEETING

Monday, October 1, 1928, 7:30 P. M.

The Common Council of the City of Indianapolis met in regular session in the Council Chamber, Monday, October 1, 1928, following a public hearing, at 7:30, on Special Ordinance 5, 1928, by the Committee on Public Welfare. President Edward B. Raub took the chair.

The Clerk called the roll.

Present: Edward B. Raub, President, and eight members, viz: Earl Buchanan, Edward W. Harris, Herman P. Lieber, Albert F. Meurer, Meredith Nicholson, Paul E. Rathert, Robert E. Springsteen, John F. White.

On motion of Mr. Meurer, seconded by Mr. Harris, the reading of the Journal for the previous meeting was dispensed with.

COMMUNICATIONS FROM THE MAYOR

September 20, 1928.

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

Gentlemen—

I have this day approved with my signature and delivered to William A. Boyce, Jr., City Clerk, the following ordinance:

GENERAL ORDINANCE NO. 67, 1928.

An Ordinance, levying and fixing a poll tax of fifty cents (50c) on every male citizen between the ages of twenty-one (21) and fifty (50) years inclusive, of the City of Indianapolis, and fixing a time when the same shall take effect.

Very truly yours,

L. ERT. SLACK,

Mayor.

September 27, 1928.

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

Gentlemen—

I have this day approved with my signature and delivered to William A. Boyce, Jr., City Clerk, the following ordinances:

GENERAL ORDINANCE NO. 61, 1928.

“An Ordinance, authorizing the borrowing of Six Hundred Twenty Thousand (\$620,000.00) Dollars and the sale of Six Hundred Twenty (620) bonds at One Thousand (\$1,000.00) Dollars each, of the City of Indianapolis, payable from the general revenues and funds of said city or from the sinking funds of said city, or as may be required by law, for the purpose of procuring money to be used in the flood prevention work thereunto appertaining and providing for the time and manner of advertising sales of bonds and for the receipt of bids for the same, together with the mode and terms of sale and fixing a time when the same shall take effect.”

GENERAL ORDINANCE NO. 62, 1928.

“An Ordinance, amending Section 5 of General Ordinance No. 56, 1928, being an ordinance transferring certain moneys from certain funds and reappropriating the same to other numbered funds and fixing a time when the same shall take effect.”

GENERAL ORDINANCE NO. 63, 1928.

“An Ordinance, transferring certain moneys from certain funds and reappropriating the same to other numbered funds and fixing a time when the same shall take effect.”

GENERAL ORDINANCE NO. 64, 1928.

“An Ordinance, authorizing the improvement of Wilkins Street, from Meridian Street to Pennsylvania Street, in the City of Indianapolis, Indiana, pursuant to Improvement Resolution 19328, of the Board of Public Works of the City of Indianapolis, and fixing a time when the same shall take effect.”

GENERAL ORDINANCE NO. 65, 1928.

"An Ordinance, to amend General Ordinance No. 114, 1922, entitled: "An Ordinance dividing the City of Indianapolis into districts for the purpose of regulating and restricting the location of trades, callings, industries, commercial enterprises and the location of buildings designed for specified uses; of classifying, regulating and determining the area of front, rear and side yards and other open spaces about buildings; of regulating and determining the use of land and lot areas within such city; creating a board of zoning appeals; providing a penalty for its violation and designating the time when the same shall take effect," and fixing the time when the same shall take effect.

SWITCH CONTRACT, GENERAL ORDINANCE NO. 66, 1928.

"An Ordinance, approving a certain contract granting American Aggregates Corporation the right to lay and maintain a side-track or switch from across West Raymond Street according to blue print attached, in the City of Indianapolis, Indiana."

Very truly yours,
L. ERT. SLACK,
Mayor.

COMMUNICATIONS FROM CITY OFFICIALS

October 1, 1928.

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

Gentlemen—

I have been requested by the Board of Public Health of the City of Indianapolis to submit to you the attached general ordinance authorizing the sale of sixty (60) bonds of One Thousand (\$1,000.-00) Dollars each for the purpose of hiring and paying a hospital consultant, an engineer and architects for drawing plans and specifications for contemplated improvements at the City Hospital.

I respectfully request the passage of this ordinance.

Very truly yours,
STERLING R. HOLT,
City Controller.

October 1, 1928.

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

Gentlemen—

Attached please find copies of a general ordinance transferring moneys from certain funds and reappropriating the same to other numbered funds.

I respectfully recommend the passage of this ordinance.

Yours very truly,

STERLING R. HOLT.

City Controller.

October 1, 1928.

Mr. Sterling R. Holt, City Controller, Indianapolis, Indiana:

Dear Sir—

Will you kindly have prepared and present to the City Council for passage, an ordinance transferring \$100.00 from Fund No. 25 City Civil Engineer's Office to Fund No. 41 City Civil Engineer's Office.

Thanking you, I am,

Respectfully,

BADGER WILLIAMSON,

Chief Clerk.

September 28th, 1928.

S. R. Holt, City Controller, City of Indianapolis, Indiana:

Dear Mr. Holt—

The Board of Public Works requests that you have an ordinance prepared arranging for the transfer of the sum of Two Thousand Five Hundred (\$2,500.00) Dollars out of Board of Works Administration No. 53 and the sum of Five Hundred (\$500.00) Dollars out of Board of Works Administration No. 13 into Board of Works Administration No. 24, and submit the same to the Common Council at their next meeting, with the recommendation of the Board that the same be passed.

Yours very truly,

ERNEST F. FRICK,

Secretary, Board of Public Works.

October 1, 1928.

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

Gentlemen—

Attached please find copies of a general ordinance transferring moneys from certain funds and reappropriating the same to other numbered funds, in the Fire Department, under the Department of Public Safety.

I respectfully recommend the passage of this ordinance.

Yours very truly,
STERLING R. HOLT,
City Controller.

September 26, 1928.

S. R. Holt, City Controller, City of Indianapolis, Indiana:

Dear Sir—

The Board of Safety respectfully requests you to transmit to the Common Council and recommend the passage of the attached ordinance transferring and reappropriating certain funds in the Fire Department under the Department of Public Safety.

Yours very truly,
BOARD OF PUBLIC SAFETY,
By Fred W. Connell, President.

October 1, 1928.

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

Gentlemen—

Attached hereto are fourteen copies of an ordinance amending General Ordinance 114-1922 so as to include certain territory located between 46th and 52nd Streets and the C. I. & L. Railroad and Keystone Avenue.

The City Plan Commission respectfully recommends the passage of this ordinance.

Yours very truly,
CITY PLAN COMMISSION
H. B. Steeg, Acting Secretary.

September 29th, 1928.

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

Gentlemen—

The attached ordinance, for the annexation of certain territory, is the same as the one vetoed by the Mayor some time ago for the reason, at that time, certain litigation was pending which would have to be taken care of by the city.

This litigation has been settled and for this reason, and for the further reason that we are anxious to have control of this territory, for sanitary purposes, I would respectfully recommend its passage.

Yours very truly,

A. H. MOORE,

City Civil Engineer.

INTRODUCTION GENERAL AND SPECIAL ORDINANCES

By City Comptroller:

GENERAL ORDINANCE NO. 68, 1928.

AN ORDINANCE, authorizing the sale of Sixty (60) bonds, of One Thousand (\$1,000.00) Dollars each of the City of Indianapolis, payable 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 hiring and paying a hospital consultant, an engineer and architects for drawing plans and specifications and work incident thereto designating said hospital consultant, architects and engineer, for contemplated improvements at the City Hospital; providing for legal notice and for the time and manner of advertisement for sales of bonds and all receipts of bids for the same, together with the mode and terms of sale, appropriating the proceeds of said sale of said bonds to the Department of Health and Charities of said City and fixing the time when the same shall take effect, and repealing General Ordinance No. 48, 1928.

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 exists at the City Hospital on account of there having been condemned the old hospital building, by the Fire Marshal's office of the State of Indiana, and on account of inadequate and insufficient accommodations for patients and the operation of the hospital, and the same exists to such an extent that it will be necessary to construct a new power plant, service building and new ward units, and

WHEREAS, it will be necessary to engage a hospital consultant, an engineer and architects to draw plans and specifications, covering the construction of said buildings and units after the Common Council has by proper ordinance provided the funds necessary, and

WHEREAS, the Board after being duly advised, is of the opinion that the cost for preparing such plans and specifications, and the hiring of such hospital consultant, engineer and architects, for such purpose, will be approximately Sixty Thousand (\$60,000.00) Dollars, and

WHEREAS, there is not now and will not be sufficient money in the funds of the Department of Health and Charities of the City of Indianapolis with which to meet the aforesaid expenditure of money for the purposes aforesaid, and it will be necessary for the City of Indianapolis to borrow the sum of Sixty Thousand (\$60,000.00) Dollars, and to issue and sell its bonds for that amount,

Note, Therefore, Be It Resolved By the Board of Health of the City of Indianapolis, Indiana:

That an ordinance be prepared and presented to the Common Council of the City of Indianapolis and to the Controller for passage authorizing the issuance and sale by the City of Indianapolis, of a bond issue of Sixty Thousand (\$60,000.00) Dollars, for the use of the Board of Health, for the employment, retention and hiring of a hospital consultant, an engineer and architects, for the drawing of plans and specifications for said Power Plant, Service Buildings and Ward Units, and

Be It Further Resolved, that after being duly advised, this Board designates Christopher B. Parnell of Rochester, New York as the hospital consultant, C. R. Ammeiman as the engineer for drawing plans and specifications of the power plant of said City Hospital, Robert Frost Dagget, as architect of the power plant and service building, at said City Hospital, and Vonnegut, Bohn & Mueller as

architects of the new ward units, to be constructed at said City Hospital, and does hereby stand ready to enter into a proper and sufficient contract or contracts of employment of such firms and individuals for such purposes as is usual in such cases, when the Common Council of the City of Indianapolis, passes the ordinance transmitted to them, calling for a bond issue of Sixty Thousand (\$60,000.00) Dollars, for said purpose and when the funds necessary for the payment of compensation is lawfully provided; that at the proper time one member of each of said firms of architects and engineers will be approved by this Board and designated, and such three members will form a joint committee which in consultation with said hospital consultant shall examine and co-ordinate all plans and specifications with reference to the construction of the units provided for and to be contracted for;

WHEREAS, it is by the Common Council of the City of Indianapolis, deemed necessary and proper for the best interest of the City of Indianapolis, and the inhabitants thereof on account of there having been condemned the old hospital building, by the Fire Marshal's office of the State of Indiana, to improve and better its condition with reference to proper and adequate health protection for the City of Indianapolis and its inhabitants, and for such purpose to construct a new power plant, service building, and new ward units at the City Hospital, but before said construction, it will be necessary to hire and engage a hospital consultant, engineer and architects to draw plans, specifications and work incident thereto, for said contemplated constructions, and

WHEREAS, there is not now and will not be sufficient funds in the treasury of said City with which to accomplish said purpose aforesaid, and it will be necessary for the City of Indianapolis to borrow the sum of Sixty Thousand (\$60,000.00) Dollars for said purpose and to provide for and secure the repayment thereof and to evidence said indebtedness to issue 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 hire, retain and engage a hospital consultant, an engineer and architects, to draw plans and specifications and work incident thereto, for the contemplated construction of a new power plant, service building and new ward units, for and in connection with the City Hospital of the City of Indianapolis, to prepare, issue and sell Sixty (60) 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 date of November 15, 1928, and shall be numbered from One (1) to Sixty (60) both inclusive, and shall be designated "CITY HOSPITAL BONDS, 1928;" shall bear interest at the rate of four and one-half ($4\frac{1}{2}\%$) per cent per annum payable semi-annually on the first day of January, and the first 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 bonds; the first interest coupon on each of the said bonds will be payable on the first day of July, 1930 and semi-annually thereafter on dates aforesaid; five of said bonds shall mature and be payable on the first day of January each year for twelve consecutive years, beginning January 1, 1931, and ending January 1, 1942; the first interest coupon attached to each bond shall be for interest on said bond from date until the first day of July, 1930; said bonds and interest coupons shall be negotiable and payable at the City Treasurer's office of the City of Indianapolis, Indiana; said bonds shall be signed by the Mayor and the 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 fac-simile of the signature of the Mayor and City Controller of said City engraved thereon, which shall be for all purposes, taken and deemed to be equivalent of 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, 1928

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 _____, 19__ , at the City Treasurer's office of the City of Indianapolis, One Thousand (\$1,000.00) Dollars in lawful money of the United States of America, together with interest thereon, at the rate of four and one-half (4½ %) per cent. per annum from date until paid; the first interest payable on the first day of July, 1930 and the interest thereafter payable semi-annually on the first day of January and July, respectively, upon presentation and surrender of the proper interest coupons thereunto attached and which are made a part of this bond.

This bond is one of an issue of Sixty (60) Bonds, numbered from One (1) to Sixty (60), both inclusive, of date of November 15, 1928, issued by the City of Indianapolis, pursuant to an ordinance passed by the Common Council of said City on _____ day of _____, 1928, and an act of the General Assembly of the State of Indiana, entitled, "An act concerning municipal corporations," approved March 6, 1905, and acts amendatory thereof and supplemental thereto.

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 thereof, has been fully 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 of the principal 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 as of the _____ day of _____, 192.

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 bonds as provided in Section Eight (8) of this ordinance, advertise for bids or proposals for said bonds by at least one (1) insertion, each week for two (2) weeks in two 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 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 and all bids, the amount of deposit each bidder shall 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 or cashier's check upon some responsible bank or trust company, of the City of Indianapolis, Indiana, payable to the order of the City Treasurer, for the sum of money which shall be equal to two and one-half (2½ %) per cent of the face value of the bonds bid for or proposed to be purchased. The City Controller shall continue to receive bids or proposals therefor, at the office of the City Controller until eleven (11) o'clock A. M., on the day fixed by the Controller and designated in the advertisement for receiving bids and proposals, at which time and place and between the said hour and twelve (12) o'clock noon of said day, he shall open said bids and proposals. The City Controller shall award said bonds, or if he shall see fit, a part of any number thereof, to the highest 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 less number of 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 to 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 of 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 successful 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 until the completion of the purchase for the bonds 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 readvertise 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 proceeds thereof, when collected shall be taken and deemed as agreed and liquidated damages for such breach of contract and as 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 as 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 and agreed as liquidated damages for the breach of such bidder's contract of purchase and shall be taken and deemed as 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 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 bond 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 (10) days after the day or days specified or agreed upon as above specified; and the successful bidder or bidders shall take the bonds awarded to him or them and pay for the same at such place and time 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 the 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 purposes mentioned and described in Section One (1) 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 deemed necessary to carry out the provisions hereof. In the event there should be a balance left over after paying such consultant, engineer and architects, then any such cash balance is hereby appropriated and transferred to said Department of Public Health and Charities, to be used in the building fund for application and partial payment of contemplated construction and improvements at said City Hospital.

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

Section 9. General Ordinance No. 48, 1928, passed Aug. 7, 1928, and approved by the Mayor on Aug. 13, 1928, is hereby repealed.

Section 10. 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.

GENERAL ORDINANCE NO. 69, 1928.

AN ORDINANCE transferring moneys from certain funds and re-appropriating the same to other numbered funds 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 the sum of Six Hundred Dollars (\$600.00), now in City Controller's Fund No. 61, be and the same is hereby transferred therefrom and reappropriated as follows: Three Hundred Dollars (\$300.00) to City Controller's Fund No. 51, and Three Hundred Dollars (\$300.00) to City Controller's Fund No. 72.

Section 2. That the sum of One Hundred Dollars (\$100.00), now in City Civil Engineer's Fund No. 25, be and the same is hereby transferred therefrom and reappropriated to City Civil Engineer's Fund No. 41.

Section 3. That the sum of Twenty-five Hundred Dollars (\$2,500.00), now in Board of Works Administration Fund No. 53, and the sum of Five Hundred Dollars (\$500.00), now in Board of Works Administration No. 13, be and the same are hereby transferred therefrom and the total sum, viz., Three Thousand Dollars (\$3,000.00), is hereby reappropriated to Board of Works Administration Fund No. 24.

Section 4. This ordinance shall take effect from and after its passage and publication according to law.

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

By Mr. Springsteen:

GENERAL ORDINANCE NO. 70, 1928

AN ORDINANCE, to regulate traffic in the streets, alleys and public places of the City of Indianapolis, defining violations thereof, repealing all ordinances in conflict therewith, declaring a penalty and designating a time when the same shall take effect.

Be It Ordained By the Common Council of the City of Indianapolis, Indiana:

That the following traffic code be adopted for the City of Indianapolis, Indiana:

Section 1. DEFINITIONS. (a) The term "Congested District" shall constitute all of that part of the city included within the limits of the north curb line of Michigan street on the north, the west curb line of Senate avenue on the west, the north curb line of South street on the south, and the east curb line of New Jersey street on the east. Also: Delaware street from the north curb line of Michigan street to the south curb line of North street, and the first alley north of Michigan street from the first alley east of Delaware street to the first alley west of Delaware street.

(b) 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.

(c) 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 any purpose other than loading or unloading passengers, freight goods, wares or merchandise, providing such loading or unloading of passengers shall not exceed five (5) minutes and such loading or unloading of the freight goods, wares, or merchandise shall not exceed one and one-half hours.

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

(e) The term "Horses" within the meaning of this ordinance, with reference to traffic, 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.

(f) 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."

(g) 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 ten (10) miles per hour.

Section 2. RULES OF THE ROAD. (a) Vehicles shall be driven in that part of the roadway to the right of the center, except one-way streets and 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 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 (3) feet of any other vehicle or obstruction.

(c) Any vehicle overtaking another shall pass on the left side of the overtaking vehicle and not pull to the right until entirely clear of such overtaking vehicle, but shall not pass at any street intersection.

(d) Any 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) 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 district between the hours of ten o'clock a. m. and seven o'clock p. m. longer than is necessary for the purpose of loading or unloading goods, wares or merchandise and other materials.

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

(j) Street cars and interurban cars and public busses shall stop on the near side of intersecting streets and not the far side, for the purpose of taking on or discharging passengers, provided, however, that when in the opinion of the Board of Public Safety, a near side stop would tend to cause danger, inconvenience or discomfort to passengers or hindrance to traffic at a particular intersection, said Board of Public Safety may by an order made by such board, designate a far side stop at such intersection and upon notice of such order the street car company or interurban company, their agents and employes, shall comply with the same and shall mark in a manner satisfactory to said Board the location of such stopping.

(k) No vehicle shall be driven or moved so as to pass through, into or interfere with any civic, military or funeral procession except at the direction of a traffic officer or automatic signal.

Section 3. RIGHT OF WAY. (a) Fire Department vehicles, Police Department vehicles, Salvage Corps vehicles, Emergency Ambulances, both public and private; U. S. Mail vehicles, and Emergency Repair vehicles of all public utility companies and funeral processions shall have the right of way over all traffic in any street or public place and through any procession, provided, however, that the Fire and Police Department vehicles shall have the right-of-way over every other kind of traffic whatsoever, and provided, further, that the Fire Department shall have the right-of-way over Police Department vehicles, and all others shall have right-of-way in the order named.

(b) Traffic from the right shall have the right-of-way over traffic from the left, except as hereinafter provided.

(c) Traffic on Washington street and all boulevards as established by the Common Council or the Department of Park Commissioners of such City, shall have the right-of-way over all traffic on other streets unless hereinafter otherwise provided.

(d) Traffic on Massachusetts, Indiana, Kentucky and Virginia avenues, shall have the right-of-way over all traffic on other streets.

(e) On the following named streets, EAST and WEST traffic shall have the RIGHT-OF-WAY over the north and south traffic.

(1) Oliver avenue, from White River west to the City limits.

(2) Michigan Street, east, from Big Four Railroad tracks to Emerson avenue.

(3) Michigan street, west, from White River west to City limits.

(4) On Morris street from Shelby street west to Eagle Creek; and all traffic in Harding street at the intersection of Morris street shall come to a complete stop before entering into or crossing Morris street at the intersection of Morris and Harding streets.

(5) New York street, east, from Delaware street to Emerson avenue.

(6) Tenth street, east, from the Big Four Railroad track elevation to Emerson avenue.

(7) Thirtieth street, from City limits west to City limits east.

(8) Twenty-fifth street, from Delaware street east to Sherman drive.

(f) On the following named streets, NORTH and SOUTH traffic shall have the RIGHT-OF-WAY over the east and west traffic.

(1) Capitol avenue, from Washington street to Westfield boulevard.

(2) Emerson avenue, from City limits north to City limits south.

(3) Meridian street, from Southern avenue to the Canal.

(g) All vehicles, city and interurban cars and public busses approaching any of the following named streets and avenues shall come to a complete stop before continuing into or across same:

(1) Alabama street, at Market street.

(2) Burdsal parkway, from Northwestern avenue to East Riverside drive.

(3) Capitol avenue, north, from Washington street to Westfield boulevard.

(4) Central avenue, from Thirty-fourth street north to City limits.

(5) Clifton street from Roach street to Thirty-sixth street.

(6) Delaware street from Washington street north to Thirty-second street.

(7) Fall Creek boulevard north.

(8) Harding street from Eighteenth to Twenty-ninth street.

(9) Indiana avenue from Ohio street to Sixteenth street.

(10) Kentucky avenue from Washington street to the City limits.

(11) Madison avenue from South street to the City limits.

(12) Maple Road Boulevard from Northwestern avenue to Fall Creek.

(13) Marlow avenue from Dorman street to Arsenal.

(14) Massachusetts avenue from Ohio street to the City limits.

(15) Meridian street from Southern avenue to the Canal.

- (16) Michigan, east, from Big Four Railroad tracks to Emerson avenue.
- (17) Morris street from Madison avenue to west City limits.
- (18) New York street, east, from Delaware to Dorman street.
- (19) New York street, east, from Arsenal to Emerson.
- (20) Northwestern avenue from Fifteenth street to the City limits.
- (21) Pleasant Run boulevard from Meridian street east to Prospect street.
- (22) Prospect street from Fountain Square east to Keystone avenue.
- (23) Sixteenth street from Sugar Grove to White River park-day.
- (24) State street, from Michigan street to Naomi.
- (25) Thirtieth street, from City limits west to City limits east.
- (26) Thirty-fourth street, from Meridian to Crown Hill, between 8 a. m. and 6 p. m.
- (27) Twenty-fifth street, from Delaware street east to Sherman drive.
- (28) Twenty-ninth street, from Capitol avenue to East Riverside drive.
- (29) Virginia avenue, from Washington street to Prospect street.
- (30) Washington street, from City limits west to City limits east.
- (31) Washington boulevard, from Fall Creek to the Canal.

The above named streets and avenues as set out in this subsection (g) are hereby declared to be preferential streets for the purpose of regulating traffic upon or crossing over same.

(h) At street intersections where silent policemen are placed, vehicles entering such intersection shall not cross the center of such intersection 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. Such vehicle at the right unless herein otherwise provided, shall have the right-of-way over such other vehicle.

(i) 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.

(j) No vehicle shall follow closer than three hundred (300) feet of any fire apparatus while the same is answering an alarm of fire, and shall not approach said fire apparatus, or park said vehicle within six hundred (600) feet of the same after said apparatus has arrived and stopped at the destination of a fire.

(k) Street cars, upon the approach of such fire or police apparatus shall be stopped immediately, if between a street intersection.

(l) The driver of any vehicle shall not enter any street intersection if police or fire apparatus is approaching such street intersection within a distance of three hundred (300) feet.

Section 4. (a) PARKING PARALLEL. All vehicles, whenever and wherever parked, except as otherwise provided for herein, shall be parked parallel to the curb, and with the outer edge of the tires thereof within six inches of the curb, and with a clear space of three (3) feet left ahead and behind the same except as hereinafter provided.

(b) PARKING AT AN ANGLE. Within the Congested District, as defined in Section 1, Sub-section A of this ordinance, the parking of vehicles shall be at an angle of forty-five (45) degrees to the curb thereof on the following streets and avenues:

(1) Georgia street, on the south side, between Illinois street and McCrea street.

(2) Market street, between Alabama street and New Jersey street.

(3) Ohio street, between Delaware street on the west and East street on the east.

(4) Washington street, between White River on the west and Southeastern avenue on the east.

Section 5. PARKING. On all streets and avenues thirty feet or less in width from curb to curb, the parking of vehicles shall be restricted to one side of the street, or avenue; if the street runs north and south, parking shall be on the west side only; if the street runs east and west, parking shall be on the south side only, except as hereinafter provided.

Section 6. PARKING PROHIBITED. (a) There shall be no parking at any time in the following places:

(1) Bird street, on the west side, between Ohio and New York streets.

(2) Belmont street, on the west side, from Washington street to Oliver avenue.

(3) Butler avenue, on the west side, from Washington street to Pennsylvania tracks.

(4) Clifton street, on the east side, from Roach street to Thirty-fourth street.

(5) Fort Wayne avenue, on the west side, between Pennsylvania street and St. Clair street.

(6) Fortieth street, on the south side, between Illinois street and Boulevard place.

(7) Forty-second street, east, on the south side, between College and Carrollton avenue.

(8) Forty-second street, east, on the south side, between College and Broadway.

(9) Forty-sixth street, on the south side, from Illinois to College avenue.

(10) Fourteenth street, on the south side, from Illinois to Meridian.

(11) Fourteenth street, on the south side, from Meridian to Pennsylvania.

(12) Hawthorne Lane, on the west side, from Washington street to Lowell avenue.

(13) Howard street, on the south side, from Harding street to Belmont avenue.

(14) Illinois street, on the east side, between Washington and Pearl streets.

(15) Illinois street, on the east side, between Washington street and a point forty feet north of Washington street.

(16) Illinois street, on the west side, between Washington and Court streets.

(17) Meridian street, on the east side, between Washington and Pearl streets.

(18) Meridian street, on the west side, from Bluff avenue to the Belt railroad.

(19) At any place in Monument Circle.

(20) Osage street, on the west side, between Ohio and New York streets.

(21) Nineteenth street, on the south side, between Illinois and Meridian streets.

(22) Nineteenth street, on the south side, between Delaware and New Jersey streets.

(23) New York street, east, on the north side, from the Big Four railroad tracks east to Emerson avenue, including Marlowe avenue, from Dorman to Arsenal.

(24) Palmer street, on the north side, from Shelby street to Barth avenue.

(25) Pennsylvania street, on the west side, between Washington and Court streets.

(26) Riverside drive, on the west side, from Eighteenth street to Nineteenth street.

(27) Seventh street, on the south side, between Meridian and Pennsylvania.

(28) Seventeenth street, on the north side, from Park avenue to Central avenue.

(29) Sixteenth street, on the south side, from the Monon tracks to Senate avenue.

(30) Southeastern avenue, on the northeast side, from Washington street to Leota street.

(31) Station street, on the west side, from Roosevelt avenue to Twenty-fifth street.

(32) St. Clair street, on the south side, from the Monon tracks to Senate avenue.

(33) Tenth street, east, on the south side, from Massachusetts avenue railroad track elevation to Olney street.

(34) Tenth street, west, on the south side, from Meridian street to Indiana avenue.

(35) Thirtieth street, on the south side, from Fall Creek to White River.

(b) Also the following:

(1) Central avenue, on the east side, from Fort Wayne avenue to Eleventh street, between 6 o'clock a. m. and 9 o'clock p. m.

(2) Henry street, on the south side, between Illinois and Meridian streets, between 6 o'clock a. m. and 9 o'clock p. m.

(3) Liberty street, on the west side, from North street to Walnut street, from 6 o'clock a. m. to 6 o'clock p. m. each day except Sunday.

(4) Noble street, on the west side, from North street to Walnut street, from 6 o'clock a. m. to 6 o'clock p. m. of each day except Sunday.

(5) North street, on the south side, from Cincinnati to Noble, from 6 o'clock a. m. to 6 o'clock p. m. of each day except Sunday.

(6) Walnut street, on the south side, between Liberty and Noble streets, from 6 o'clock a. m. to 6 o'clock p. m., of each day except Sunday.

(c) On Oriental street between Washington street and the first alley north thereof and on the north side of Washington street from Oriental street east and west to points 150 feet distant therefrom.

(d) On any bridge or under any elevation within the congested district of the city.

(e) Between the hours of 7 o'clock p. m. and 8 o'clock a. m. there shall be no limitations as to the duration of time in which vehicles shall be parked, where parking is prohibited, except that at no time, in any street, avenue or alley, shall any vehicle remain parked for a continuous period exceeding twelve hours.

(f) During any public parade, assembly or demonstrations upon the public streets or during any 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 a police officer at such times to remove the same, shall do so immediately, and if such owner, driver or operator can not be found, any member of the police force may order such car removed from its parking space to a public garage, and notify the owner, driver or operator thereof.

Section 7. RESTRICTED PARKING. The parking of vehicles between the hours of 8 a. m. and 7 p. m. in the streets, alleys and public places in the City of Indianapolis, is hereby restricted as follows:

(a) To one hour in the district bounded by the south curb line of Maryland street on the south, the north curb line of New York street on the north, the west curb line of Capitol avenue on the west and the east curb line of Delaware street on the east.

(b) To one and one-half hours in the congested district outside of the district bounded in sub-section (a) above.

(c) To twelve hours on all streets and avenues outside the congested district.

Section 8. RESERVED SPACE.

(a) The Board of Public Safety may by distinct 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, and said Board may mark off and reserve a space not exceeding forty feet in front of the entrance of any hotel for the use of such hotel.

(b) The occupant of any premises may prevent any parking of vehicles upon any public street in front of such premises in the following manner: Such occupant shall deposit in the office of the City Controller the sum of Ten (\$10.00) Dollars, one-half of which shall immediately go into the general fund of the city, for which deposit the City Controller shall give a receipt which, when presented to the Chief of Police, shall entitle such occupant to receive two (2) iron markers, bearing the inscription, "NO PARKING," or words of equivalent meaning, such markers to be known as "Silent Policemen." Such occupant upon returning to the Chief of Police said "Silent Policemen" shall receive a receipt therefor, which when presented to the City Controller, shall entitle him to a refund of one-half of such deposit. Such occupant may place said "Silent Policeman" upon the edge of the sidewalk adjacent to the roadway in front of said premises, not to exceed eighteen (18) feet apart, 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 in the space included between them, until the expiration of the then remaining parking time allowed by this ordinance. A space not greater than eighteen (18) feet in length may be reserved in the following manner: Reservations of such space and the prohibiting of parking therein shall be made only when such space is required immediately by said occupants and between the hours of 8 o'clock a. m. and 7 o'clock p. m. and then only for the purpose of loading or unloading of passengers, goods, wares, merchandise or material, and such space shall be released immediately upon the termination of the necessity for such reservation thereof, and such "Silent Policemen" shall immediately be removed from view. Nothing contained in this paragraph shall authorize the reservation of space for the parking of any occupants' 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 so reserved. Provided, however, that such occupants may, by private arrangements among themselves, make use in common of a single set of "Silent Policemen," but such space shall not

be held in reserve for succeeding periods by reason of such common use. Provided, further, that in addition to the penalties hereinafter provided, any occupant or occupants of such premises found guilty of violating any of the provisions of this section shall be deprived of the further use of such "Silent Policemen," shall surrender the same to the Chief of Police, and the balance of ten dollars deposited with the City Controller shall be forfeited and become a part of the General Fund of the City of Indianapolis, Indiana.

Occupants desiring more than eighteen (18) feet of space may obtain the same on special permit from the Board of Safety and by renting an additional marker for each additional eighteen (18) feet of space desired and for each additional marker shall make a further deposit of ten dollars each.

In addition to the deposit required for markers an annual rental of Fifty (\$50.00) Dollars shall be paid in advance to the City Controller for the markers for the first eighteen (18) feet and for a marker for each additional eighteen (18) feet they shall pay an annual rental of One Hundred (\$100.00) Dollars, provided that no more than seventy-two (72) feet shall be so reserved.

Section 9. PARKING PERMITS. Whenever any hotel, having not less than two hundred guest rooms, or any social club or organization having not less than one thousand bona fide members, and which hotel, club or organization shall be located within the congested district of the city, shall make a request in writing to the Board of Public Safety for special parking space on the street adjacent to such hotel, club or organization, the Board of Public Safety shall set apart not more than two such parking spaces for each hotel, club or organization making such request, which space shall be designated by such Board with appropriate markers or standards, and shall be used exclusively for the purpose of parking of vehicles used for the transportation of passengers to and from such hotels, clubs or organizations. In no instance shall such parking space exceed twenty-four feet in length along the curb of such streets. Such hotels, clubs or organizations shall pay to the City Controller a license fee annually of Twenty-five (\$25.00) Dollars for the use of such standards or markers. Such parking spaces, when so marked off and set aside, shall be used for no other parking purposes than those enumerated in the next preceding section.

Such hotel, club or organization may designate in writing to the Board of Public Safety from time to time for their respective

places, the persons who shall use such parking spaces for such purpose on such adjacent streets. After such spaces have been properly marked off and designated as provided in this section and such hotel, club or organization shall have designated the persons who shall use said space, it shall thereafter be unlawful for any other person to use such parking space.

Section 10. SAFETY ZONES. The Board of Public Safety may establish Safety Zones which shall be marked off and indicated by painted lines, standards, discs or unloading platforms, and it shall be unlawful for the drivers of any vehicle to drive over or into any such Safety Zones, or any such painted lines, standards, discs, or loading platforms at any time.

No vehicle shall remain stationary in that part of the street parallel to any such Safety Zone or within twenty (20) feet from the end thereof, except upon signal of the traffic officer directing the traffic at such places or to unload freight or passengers to business houses fronting on such Safety Zones, where there is no other means of access thereto.

Section 11. RIGHT AND LEFT-HAND TURNS. No vehicle shall be turned to the right or to the left for the purpose of entering into or upon another street at the intersection of Washington and Meridian streets during the following named periods: From eleven-thirty (11:30) a. m. to two (2) o'clock p. m., and from four-thirty (4:30) p. m. to six (6) o'clock p. m.

Section 12. LEFT-HAND TURNS. (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 such corners: Washington street and Illinois street; Washington street and Pennsylvania street; Ohio street and Pennsylvania street, and Ohio street and Illinois street.

(b) At all other street intersections within the congested district, not named in this section or the preceding section, where traffic officers are on duty, right or left-hand turns may be made when in the judgment of the traffic officer, the condition of the traffic will permit.

(c) 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 13. MOVEMENT OF TRAFFIC.

(a) On Indiana avenue at Illinois street, vehicles shall move south with the south-bound traffic.

(b) On Kentucky avenue at Washington street, vehicles shall move east with the east-bound traffic.

(c) On Massachusetts avenue at Ohio street, vehicles shall move west with the west-bound traffic.

(d) On Massachusetts avenue, Indiana avenue, Kentucky avenue and Virginia avenue, 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-way semaphores.

Section 14. ONE-WAY STREETS.

(a) In the congested district in Wabash, Court, Pearl, Muskingum and Chesapeake streets and in McCrea, between Georgia and Louisiana streets and in Louisiana street between McCrea and Meridian streets, all vehicles shall move in one direction only; entering from the north and proceeding south; and entering from the east and proceeding west.

(b) In Court street from New Jersey street to West street and in Pearl street from New Jersey street to Alabama street, traffic shall enter from the east and move west only.

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

(d) The following named streets are hereby declared to be one-way streets from the hours of 8 a. m. to 7 p. m., between the points hereinafter designated: Bird street, northbound traffic only from Ohio to New York street; Chesapeake street, west-bound

traffic only from Delaware street to Capitol avenue; Hudson street, northbound traffic only from New York street to Ohio street.

Section 15. **LOADING AND UNLOADING PASSENGERS.** Taxicabs, busses and other vehicles except street cars must load or unload passengers at a point in the street at the curbing, except where busses run along streets having street car lines within the congested district under which conditions said busses shall use the street car tracks and load and unload passengers at the safety zones.

Section 16. **OFFICERS' SIGNALS.** Traffic Officers stationed at street intersections shall direct the movements of all vehicles within such street intersections by the use of a semaphore or other signals. In case such signal consists of a whistle, such officer shall give one blast of the whistle which will indicate that traffic shall move north and south; two blasts of such whistle, which 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 signal, or by signal displayed by such semaphore and operated by traffic or other police officers, indicating the direction to which traffic is to move. These provisions shall govern the movement of all vehicles and all city and interurban cars. These provisions shall also apply to automatic traffic signals wherever the same are in operation.

Section 17. **SIGNALS.** (a) 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 or loading or unloading goods.

(b) All drivers of vehicles before crossing any sidewalk into or out of driveways or alleys shall give warning to pedestrians using the same, of their intention so to do by sounding the horn or by some other distinct manner.

Section 18. **PEDESTRIANS.** (a) All pedestrians crossing the 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 or

"Silent Policeman," if one is stationed at such crossings, and shall move only in the direction of the traffic.

Section 19. TAXICAB AND BUS STANDS. No taxicab shall park at any place within the congested district except within the following places:

(a) On the east side of S. Illinois street beginning at a point ten (10) feet south of the south curb line of Jackson Place and extending south a distance of one hundred (100) feet.

(b) For a continuous space of one hundred and fifty (150) feet on Kentucky avenue, from the corner of Illinois street and Kentucky avenue, on the southeast side of said Kentucky avenue.

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

(d) For a continuous space of fifty (50) feet west of the west curb line of Illinois street on the north side of Washington street.

(e) On the north side of Washington street beginning at a point 28 feet west of the west line of Sciota street and continuing thence west 36 feet.

(f) Between the hours of 8 o'clock a. m. and 7 o'clock p. m., no vehicles except taxicabs shall park in or on any of the aforesaid spaces reserved for taxicabs.

Section 20. DELIVERY VEHICLES. (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 of Illinois, Ohio, Market, Meridian, Pennsylvania or Washington 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, or 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. No commercial vehicle or vehicle used for heavy hauling shall be operated on Meridian street between Sixteenth street and Fall Creek boulevard except where the same is necessary and unavoidable in delivery of goods or materials to and from points within such territory, provided, however, that in any such cases, such vehicle shall be driven over the shortest route necessary within such territory.

Section 21. REGULATIONS OF VEHICLES. (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 such street or other public places, if either such vehicle or its load or the contents thereof make a lot of unusual noise. All vehicles shall be constructed or loaded in a manner to prevent the contents from being scattered upon or over the street.

(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 (5) 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.

(d) All horse-drawn vehicles and human-propelled, including bicycles, 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 one hundred (100) feet, while such vehicle is in or upon any street, alley or other public place in such city during the period of from one-half ($\frac{1}{2}$) hour after sunset until one-half ($\frac{1}{2}$) hour before sunrise.

Section 22. TOWING VEHICLES. No vehicle shall tow another in or upon any street or public place unless such vehicles are operated at a distance of less than fifteen (15) feet apart. If such vehicle being towed at any time between one-half ($\frac{1}{2}$) hour after sunset, and one-half ($\frac{1}{2}$) 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.

Section 23. TRAILERS. (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 ordinance relating to license 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 provision for lights.

Section 24. AGE OF DRIVER. No person under fourteen (14) years of age shall be permitted to drive any horse-drawn vehicle.

Section 25. PERMITTING CHILD TO DRIVE. 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 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.

Section 26. HANGING ON VEHICLES. 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.

Section 27. USE OF RED LIGHT. (a) No vehicles excepting those of the Fire Force, Police Force, Emergency Ambulances and Salvage Corps, shall use red light, as flash lights or spot lights on the front of said vehicle.

Section 28. QUIET ZONE. (a) There is hereby created and established a "Zone of Quiet" in all territory embraced in a distance of two hundred and fifty (250) feet from the premises of each hospital in such city. The Board of Public Safety may place at some conspicuous place in said street, within such radius of two

hundred and 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 of music within or upon any of the streets, alleys or public places within any such "Quiet Zones," and the making of the same is hereby declared to be a nuisance.

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

(c) No siren, whistle, gong, horn or device such as are used by the Fire Department vehicles, Police Department vehicles, Salvage Corps vehicles, Emergency Ambulances, both public and private, U. S. Mail vehicles, and the Emergency Repair vehicles of public utility companies, shall be used on bicycles, motor bicycles, automobiles, motor trucks, or other vehicles not herein mentioned and such use thereof is declared to be a nuisance.

Section 29. STREET CARS. (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, 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 any street car when the same is exceeding the rate of speed of ten (10) 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 ten (10) 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 of two or more street cars or trailers attached together, or about to be attached together for the purpose of being operated while connected with each other.

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

(d) All passengers must be loaded and unloaded in Safety Zones as marked by the Police Department.

Section 30. FRONT SEATS. Not more than three persons, including the driver, shall ride in the front seat of an automobile.

Section 31. MOVING. No person, firm or corporation shall move into or out of any building within the Congested District, the furnishings, equipment or personal property of any residence, office or business place, in any moving van or vehicle, between the hours of 8 a. m. and 7 p. m. without first procuring a permit to do so from the traffic department of the Indianapolis Police Department. This section is not intended to apply to the delivery of merchandise.

Section 32. BUSES. Buses shall stop parallel to the curb on the near side of the crossing only, outside the congested district, except as otherwise provided herein. Inside the congested district, the traffic department of the Indianapolis Police Department may establish safety zones, in addition to those enumerated herein, where buses may load and unload passengers.

Section 33. No pedestrian, and no driver of any vehicle, or bus or street or interurban car, shall cross the track of any railroad or interurban car at any street intersection in the city if danger is indicated by any signal at said crossing, including flash light signals, wig-wag signals, crossing alarm bells, the lowering of crossing gates, or the hand or flag signal of any ground flagman or watchman stationed at any such crossing within the corporate limits of the City of Indianapolis.

Section 34. REPORTING AT TRAFFIC OFFICE. NOTICE. Whenever a member of the Police Force shall find that any of the provisions of this ordinance, relating to Traffic Regulations, are being violated by the owner or operator of any vehicle, such officer shall notify such owner or operator in writing of such violation and for him to report at the Traffic Office within seventy-two hours. Such notice shall be made in duplicate and shall show the specific violation, the State License number of such vehicle and the owner's name, if possible to obtain the same, and shall be signed by such police officer giving his badge number. One copy of such notice shall be presented to the owner of such vehicle or his representative when found in charge of such vehicle, and in case such owner or his representative be not found in possession or in charge thereof, the posting of such notice in a conspicuous place upon the vehicle shall be deemed

sufficient notice of such violation. It shall be the duty of such police officer, to make a report to the Traffic Office of the service of such notice, which report shall give the nature of the violation, the State License number of the vehicle and the name of the owner upon whom such notice was served, if possible to obtain it. The owner or operator of such vehicle who has been notified of a violation of the Traffic Regulations as herein provided shall, within seventy-two hours after having been notified, present himself, together with the notice, at the Traffic Office at Police Headquarters, and for the first violation of any traffic regulation as herein provided shall pay to the City Clerk a fee of two dollars; (\$2.00); for the second violation a fee of three dollars (\$3.00); and for each subsequent violation, a fee of five dollars (\$5.00).

Section 35. RECEIPT FOR FEES, ACCOUNTING. Upon the payment of the fee provided in the next preceding section the City Clerk shall issue a receipt to the owner of such vehicle, or his representative, and it is hereby made the duty of said Clerk to keep a correct record, showing the amount so paid, the date thereof, the number of the State License, and the name of the owner, and shall designate the violation for which such fee is paid, and whether or not such violation is the first, second, or a subsequent violation by such owner. And it is made the duty of such Clerk to account for all fees assessed and collected by him under the provisions of this and the next preceding section and to pay the same into the City Treasury once each month.

Section 36. FAILURE TO REPORT. Whenever any person who has been notified to appear as provided in the next preceding two sections of this ordinance shall fail or refuse to present himself at the Traffic Office within seventy-two hours after service of such notice, or shall fail to pay the fee provided for his offense, it is hereby made the duty of the officer serving such notice to file, or cause to be filed, in the proper court, an affidavit charging such person with the violation specified in the notice, and to assist in the prosecution of such charge.

Section 37. PENALTY. 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 with reference to traffic. Any person violating any of the above provisions of the next preceding thirty-six sections, shall, on conviction, be fined in any sum not exceeding Three Hundred Dollars (\$300.00) to which

may be added imprisonment not exceeding one hundred and eighty (180) days.

Section 38. With the passage and approval of this ordinance, General Ordinance No. 17, 1927, passed on the 2nd day of May, 1927, and approved by the Mayor on the 5th day of May, 1927, and all ordinances supplemental thereto and amendatory thereof are hereby repealed and declared null and void, and in addition thereto, all ordinances and parts of ordinances in conflict with any or all of the provisions of this ordinance are hereby repealed and declared null and void.

Section 39. If any section or any part of any section of this ordinance shall be declared unconstitutional or invalid by any court of competent jurisdiction, then the remainder of said ordinance shall not be affected thereby, but shall continue in full force and effect.

Section 40. This ordinance shall be in full force and effect from and after its passage and publication according to law.

Which was read a first time and referred to a Special Committee consisting of Mr. Springsteen, Chairman; Mr. Lieber, Mr. Harris, Mr. White, Mr. Nicholson.

By Mr. Springsteen:

GENERAL ORDINANCE NO. 71, 1928.

AN ORDINANCE creating an Athletic Commission, providing authority for the making of regulations in connection with boxing, wrestling and other athletic contests, defining boxing contests, prescribing permit fees, repealing all laws in conflict therewith, and fixing a time when the same shall take effect.

Be It Ordained By the Common Council of the City of Indianapolis, Indiana:

Section 1. It shall be unlawful to hold public exhibitions of boxing, or wrestling where an admission fee is charged, in the City of Indianapolis, Indiana, unless the person, firm, corporation or organization holding such contest shall first comply with the provisions hereinafter set forth.

Section 2. There shall be and there is hereby established an Athletic Commission, to consist of four (4) persons to be appointed by the Mayor of the City of Indianapolis and to serve at his pleasure. The president of the Board of Public Safety of the City of Indianapolis shall be appointed to the Athletic Commission; the three (3) other members of the said Athletic Commission appointed by the Mayor shall be persons not holding other offices or positions in the city's service. No member of the Athletic Commission shall receive any salary or compensation for his services as a member of the said commission. The Athletic Commission may employ such secretarial assistance as funds shall be provided for in appropriation ordinances therefor.

Section 3. The Athletic Commission shall make and may alter, amend or repeal such rules and regulations as it may deem necessary in the public interest to regulate and control the conditions and conduct of boxing exhibitions, wrestling matches or other athletic contest. It shall be the duty of the Athletic Commission to see to the enforcement of its rules and regulations.

Section 4. A boxing and wrestling contest within the meaning of this ordinance is defined as an exhibition of skill between two (2) contestants of approximately equal weight, who do not engage in such contest for any prize or portion of the financial receipts and who receive as pay for their services only a flat sum designated to cover their expense of training, time and labor involved.

Section 5. Permits for boxing, wrestling and other athletic contests within the terms of this ordinance may be granted by this commission in accordance with the state law. All applications for permits shall be made to said Athletic Commission. It shall be the duty of the Athletic Commission to make or cause to be made a thorough investigation of all such applications, to determine the financial responsibility and general character of the applicant, the fitness of the prospective participants in the athletic exhibition proposed, and such other matters as may be pertinent to the granting of the application. When granting permits the Athletic Commission shall notify the City Controller in writing, specifying to whom the permit is to be issued and setting forth the nature of the contest that is to be given. Not more than one (1) permit for contests of boxing or wrestling to the same person, firm, corporation or organization promoting an athletic contest shall be issued for any one (1) week, and no two (2) contests of the same kind or character shall be given upon the same night.

Section 6. Grantees of permits for any athletic exhibitions shall pay to the City Controller of the City of Indianapolis, Indiana, a license fee of Ten Dollars (\$10.00) for each permit, and in addition a fee equal to five percent (5%) of the gross receipts at the athletic exhibition held under such permit. For the purpose of carrying out the provisions in this section, the City Controller, or deputy, shall collect said fee and percentage on behalf of the City of Indianapolis and look after its financial interests in the receipts. All fees so collected by the City Controller shall be deposited in the general fund of the city.

Section 7. The commission shall be empowered at all times to revoke any permit granted by it if there should arise, in the opinion of the commission, any likelihood of the violation of the provisions of this ordinance or of its own rules or regulations or the law of the State of Indiana in connection with said contest.

Section 8. Any person, firm, corporation or organization violating any of the terms of this ordinance, on conviction shall be fined in any sum not to exceed Two Hundred Dollars (\$200.00) for each violation.

Section 9. All ordinances in conflict herewith are hereby repealed.

Section 10. This ordinance shall take effect from and after its passage and approval by the Mayor and publication according to law.

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

By City Comptroller:

GENERAL ORDINANCE NO. 72, 1928.

AN ORDINANCE, transferring and reappropriating certain funds under the Department of Public Safety and declaring a time when 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 transferred from the

Fire Department Fund No. 44—General Materials—under the Department of Public Safety, the sum of Eight Hundred (\$800.00) Dollars reappropriating same to Fire Department Fund No. 25—Repairs—under the Department of Public Safety.

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

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

By City Plan Commission :

GENERAL ORDINANCE NO. 73, 1928.

AN ORDINANCE, to amend General Ordinance No. 114, 1922, entitled: An ordinance dividing the City of Indianapolis into districts for the purpose of regulating and restricting the location of trades, callings, industries, commercial enterprises and the location of buildings designed for specified uses; of classifying, regulating and determining the area of front, rear and side yards and other open spaces about buildings, of regulating and determining the use and intensity of use of land and lot areas within such city; creating a board of zoning appeals, providing a penalty for its violation and designating the time when the same shall take effect, and fixing the time when the same shall take effect.

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

Section 1. That the A-2 or 4800 sq. ft. area district and the H-1 or 50 ft. height district as established by General Ordinance No. 114, 1922, and amendments thereto, be and the same is hereby amended, supplemented and changed so as to include the following described territory:

Beginning on the center line of 44th Street at its intersection with the center line of Keystone Avenue, thence north with the center line of Keystone Avenue to the center line of 52nd Street; thence west with the center line of 52nd Street to the present corporation line, thence south, west, south and east with the present corporation line to the point or place of beginning.

Section 2. That the U-3, or business district, as established by

General Ordinance No. 114, 1922 and amendments thereto, be and the same is hereby amended, supplemented and changed so as to include the following described territory:

(a) Beginning on the west property line of Keystone Avenue at its intersection with the north property line of 46th Street, thence north with the west property line of Keystone Avenue to the south property line of the first alley north of 46th Street, thence west with the south property line of said alley to the east right-of-way line of the Nickel Plate Railroad; thence southwestwardly with the east right-of-way line of said railroad to the north property line of 46th Street, thence south to the south property line of 46th Street, thence west with the south property line of 46th Street to the east right-of-way line of the Nickel Plate Railroad, thence southwestwardly with the east right-of-way line of said railroad to a point 130 ft. south of the south property line of 46th Street measured at right angles, thence east and parallel to the south property line of 46th Street to a point on the west property line of Keystone Avenue, said point being 130 ft. south of the south property line of 46th Street, thence north with the west property line of Keystone Avenue to the point or place of beginning.

(b) Beginning on the west property line of Caroline Street at its intersection with the north property line of 46th Street, thence north with the west property line of Caroline Street to the south property line of the first alley north of 46th Street, thence west with the south property line of said alley to the east property line of Manlove Avenue, thence south with the east property line of the first alley south of 46th Street, thence east with the south property line of said alley to the west property line of Caroline Street, thence north with the west property line of Caroline Street to the point or place of beginning.

(c) Beginning on the west property line of Ralston Avenue at a point 82.4 ft. north of the north property line of 49th Street, thence west and parallel to the north property line of 49th Street to the east property line of Hovey Street, thence south with the east property line of Hovey Street to a point, said point being 40 ft. south of the south property line of 49th Street, thence east and parallel to the south property line of 49th Street to the west property line of Ralston Avenue, thence north with the west property line of Ralston Avenue to the point or place of beginning.

(d) Beginning on the west line of Baltimore Avenue at a point

42.4 ft. north of the north property line of 49th Street, thence west and parallel to the north property line of 49th Street to the east property line of Manlove Avenue, thence south with the east property line of Manlove Avenue to a point 40 ft. south of the south property line of 49th Street, thence east and parallel to the south property line of 49th Street to the west property line of Baltimore Avenue, thence north with the west property line of Baltimore Avenue to the point or place of beginning.

(e) Beginning on the south property line of 52nd Street at its intersection with the east property line of Ralston Avenue, thence south with the east property line of Ralston Avenue to the south property line of the first alley south of 52nd Street, thence east with the south property line of said alley to the west property line of Schofield Street, thence north with the west property line of Schofield Street to the south property line of 52nd Street, thence west with the south property line of 52nd Street to the point or place of beginning.

(f) Beginning on the south property line of 52nd Street at its intersection with the west property line of Keystone Avenue, thence west with the south property line of 52nd Street, a distance of 272.-33 ft., thence south 140 ft., thence east to a point on the west property line of Keystone Avenue, said point being 140 ft. south of the south property line of 46th Street, thence north with the west property line of Keystone Avenue to the point or place of beginning.

Section 3. This ordinance shall be in full force and effect after its passage and publication according to law.

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

By City Engineer:

SPECIAL ORDINANCE NO. 6, 1928.

AN ORDINANCE annexing certain territory to the City of Indianapolis, County of Marion, Indiana; defining a part of the boundary line of said City, 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 the City of Indianapolis, Marion County, In-

diana, be and the same is hereby extended so as to include the following described territory, which is hereby annexed to and made a part of the territory constituting and forming the City of Indianapolis, Marion County, Indiana.

Section 2. "Beginning at a point on the south line of St. Clair Street one hundred seventy three and sixty-one hundredths feet (173.61') east of the east line of Arlington Avenue, said beginning point being on the present corporation line of the City of Indianapolis; thence in an eastwardly direction along the south line of St. Clair Street to the east line of Anderson Street; thence northerly along the east line of Anderson Street, a distance of five hundred sixty-two and thirty hundredths feet (562.30') to a point; thence eastwardly along a line, said line being the north line of land owned by the City of Indianapolis, a distance of one thousand eighty and eighty hundredth feet (1080.80') to a point; thence north along a line one thousand eighty and eighty hundredths feet (1080.80') east of and parallel to the east line of Anderson Street, a distance of two hundred thirty-three feet (233') to a point; thence north forty-seven degrees (47°) forty-five minutes (45') west, a distance of one hundred ninety-four feet (194') to a point; thence north a distance of twenty-seven and fifty hundredths feet (27.50') to a point in the north line of Section two (2) Township fifteen (15) North range four (4) East; said section line being commonly known as the center line of Tenth street; thence east along the center line of Tenth street, a distance of three hundred ninety-four and twenty hundredths feet (394.20') to the east line of the northwest quarter ($\frac{1}{4}$) of the aforescribed Section two (2); thence south along the aforescribed east line a distance of two thousand one hundred eighteen feet (2,118) to the north line of the south half ($\frac{1}{2}$) of the aforesaid Section two (2); thence east along the aforescribed north line to the center line of Edmondson avenue; thence south along the center line of Edmondson avenue to the north right-of-way line of the Pennsylvania railroad; thence westerly along the north right-of-way line of the Pennsylvania railroad to a point on a line one thousand three hundred two feet (1,302') east of and parallel to the east line of Arlington avenue, said line being the corporation line of the City of Indianapolis; thence north along the aforescribed line to the center line of Washington street; thence eastwardly along the center line of Washington street to the center line of Kitley avenue; thence north along the center line of Kitley avenue to the north line of the south half ($\frac{1}{2}$) Section two (2) Township fifteen (15) North Range four (4) East; thence west along the aforescribed north line to a point on a

line one hundred seventy-three and sixty-one hundredths feet (173.61') east of the east line of Arlington avenue; thence north along a line one hundred seventy-three and Sixty-one hundredths feet (173.61') east of and parallel to the east line of Arlington avenue, to the south line of St. Clair street, the place of beginning."

Section 3. This ordinance shall be in full force and effect from and after its passage and publication according to law.

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

On motion of Mr. Buchanan, seconded by Mr. Harris, the Council recessed for five minutes at 8:18 p. m.

The Council reconvened from its recess at 8:27 p. m., with the same members present as before.

REPORTS FROM STANDING COMMITTEES

Indianapolis, Ind., Oct. 1, 1928.

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

Gentlemen—

We, your Committee on Finance, to whom was referred General Ordinance No. 68, 1928, beg leave to report that we have had said ordinance under consideration, and recommend that the same shall be passed.

E. W. HARRIS, Chairman
ROBERT E. SPRINGSTEEN
JOHN F. WHITE

Indianapolis, Ind., Oct. 1, 1928.

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

Gentlemen—

We, your Committee on Finance, to whom was referred General Ordinance No. 72, 1928, beg leave to report that we have had

said ordinance under consideration, and recommend that the same be passed.

E. W. HARRIS, Chairman
ROBERT E. SPRINGSTEEN
JOHN F. WHITE

Indianapolis, Ind., October 1, 1928.

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

Gentlemen—

We, your Committee on Public Works, to whom was referred General Ordinance No. 41, 1928, entitled "An Ordinance to amend General Ordinance No. 114, 1922, which amendment rezones the northwest corner of Twenty-seventh street and N. Meridian street," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

ALBERT F. MEURER, Chairman.
HERMAN P. LIEBER
ROBT. E. SPRINGSTEEN
MEREDITH NICHOLSON
EARL BUCHANAN

Indianapolis, Ind., Oct. 1, 1928.

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

Gentlemen—

We, your Committee on City Welfare, to whom was referred Special Ordinance No. 5, 1928, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

EARL BUCHANAN, Chairman.
ALBERT F. MEURER
E. W. HARRIS
MEREDITH NICHOLSON
HERMAN P. LIEBER

Indianapolis, Ind., Oct. 1, 1928.

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

Gentlemen—

We, your Committee on Law and Judiciary, to whom was referred Special Ordinance No. 6, 1928, entitled "An Ordinance annexing certain territory to the City of Indianapolis," beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

MEREDITH NICHOLSON, Chairman.
E. W. HARRIS
EARL BUCHANAN
PAUL E. RATHERT
ROBT. E. SPRINGSTEEN.

Indianapolis, Ind., Oct. 1, 1928.

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

Gentlemen—

We, your Special Committee, to whom was referred matters relating to the budget of 1928, are hereby presenting the attached report for your consideration:

JOHN F. WHITE, Chairman.
EARL BUCHANAN
E. W. HARRIS

ADDENDA TO THE INDIANAPOLIS CITY BUDGET OF 1929

Submitted to the Mayor and the Executive Departments by the Common Council:

After the extended and intensive scrutiny the Common Council has given the 1929 budgets submitted to it by the various city departments, and after subjecting the items to a careful investigation and detailed analysis, we are believing that our experience and the information acquired justify a few suggestions and observations that will tend to be helpful in future adjustments and aid in a better administration of city affairs. This is being done altogether in a spirit of good will and with no purpose to overstep our proper legislative duties or to do anything other than being constructively helpful.

1. Budgets submitted to the Council from the city departments over whose appropriations it has no direct control (Health, Parks, Sanitary, and special tax levies for sinking funds), except as

to fixing the tax levy, are often not set out in sufficient detail to enable the Council to intelligently judge the purposes or need for which the levy is made. It is essential that this defect be remedied in future budgets in order that the appropriations can be properly harmonized and balanced with the tax rate, which is obviously an essentially practical if not a legal requirement.

2. The General Fund budget shows a number of employes in various city departments apparently doing similar work but receiving varied compensations. It would appear that such compensations could be generally standardized where the work is found to be similar in character, it is suggested that a proper administrative agency be directed to make a study of the various departments with the purpose of equalizing and standardizing compensations for similar duties.

3. It was developed that a number of employes are receiving pay from more than one department with the budget not showing such fact in a way to indicate the full salary received. It is suggested that future budgets show such facts, giving amount received from each department. If possible, it would deem desirable that all such split pays be carried in one item and charged to only one department.

4. It also appears that there are certain employes whose compensation has been coming out of funds derived from special bond issues and special tax levies—such as track elevation, flood prevention and sinking funds—and which do not appear in the budgets submitted to the Council. It would appear that all such information should come to the Council, indicating in which department located, and that all such compensations be subjected to its scrutiny and to be dependent upon its approval.

5. Information coming to the Council, by its request, indicates such an unusual amount of absence from duty on sick leaves in the police and fire departments, as compared with other cities of similar size and importance, that it is constrained to believe that some more definite rules be established covering this kind of absence. It is suggested that a careful study be made of this matter, with the purpose of establishing equitable rules governing sick leaves and to avoid excessive payments for such absence from duty. The Council Finance Committee has estimated, for example, that a two weeks' sick pay rule would save approximately \$24,000 in 1928.

6. The Council has also had its attention called to the fact that retirement from the police and fire forces, after becoming eligible to receive pension, is in a measure voluntary. It is suggested that an age limit might be fixed when retirement should be required and a study of this matter is also urged as a possible means of establishing equitable adjustments, tending to improve the personnel and bring about greater efficiency in these departments.

7. Our attention has also been called to what appears to be questionable methods in the traffic department relating to the handling of what is known as "stickers" for the violation of certain traffic rules, carrying penalties to be paid to the City Clerk. A practice of granting exemptions by police officials seems to have grown up to which has the possibility of extending unwarranted favoritisms and to encourage grave abuses. The system of returns does not permit an adequate check to be made on these transactions, and in order to definitely ascertain the facts it is suggested that all "sticker" blanks coming into the traffic office be delivered into the City Clerk's office and that these blanks be arranged to show all the transactions, including the exemptions, with noted reasons, in order that it may be first determined to what extent exemptions are granted and for what reasons, with a view, then, of establishing an equitable enforcement of traffic rules and avoiding cause for the complaint that favoritism is extended in this department of administration.

8. It has come to our attention through hearings before the Finance Committee, during the consideration of the budget, that the lighting contract requires the city to pay annually about \$25,000 for excess cable space not now used on account of the reduction in the number of lights. If this information is correct it would seem pertinent to suggest that the proper executives seek negotiations with the light company with the purpose of eliminating this expense. In regard to the city's lighting contract it has been suggested that a considerable saving could be affected by continuing the reduction of the lumen power of street lights. The Council urges that these matters be given attention, and if there are possibilities of further economy in the lighting service every effort should be made to bring it about.

9. In the establishment of the proposed personnel or civil service department the Council is convinced that a very important and useful public service is being inaugurated. The executives will have in this service the means not only of determining the relative fitness of applicants for employment and promotion, but through

which various studies can be directed by the chief executives to ascertain desired facts about city administration, and through which constructive suggestions can be made for effective betterment in the general administration of city affairs. It is not always necessary that there should be an increased personnel in the departments in order to bring about desirable and larger accomplishments, when information may lead to better training and an increased efficiency on the part of the same personnel, or by improved methods accomplish the purpose sought. A personnel or civil service department, wisely organized on common sense lines, and intelligently and sincerely used, will not only become an agency for feeding into the public service the best individuals obtainable on a merit basis, but can also evolve equitable methods of removing the inefficient and careless and thereby improving the service.

10. The members of the Council have been seriously impressed with the importance of the purchasing department as an effective agency for promoting economy and establishing methods of business procedure that can be of great advantage to the city. In the skillful utilization of mass purchasing methods for all the departments and arranging for prompt payment of monthly bills, even extending to the discounting of such bills, ought to result in distinct savings. Such practice would also tend to encourage a wider and more intensive bidding by business concerns and promote a more wholesome state of mind among persons doing business with the city.

11. The Council, through its observation and accumulated information, also became concerned regarding the care of our public buildings as to their cleanliness and upkeep in repairs. This is important both as to appearance and preservation, and serves as evidence to the taxpayers that public property is being properly cared for. As to the City Hall, in addition to the call for cleanliness, we are suggesting the desirability of establishing an information desk in the lobby, as a means of useful service to the public.

12. The Council is impressed with the possible economic advantages to be gained through the standardization of equipment and the centralization and co-ordination of the city's repair service. It is believed the effectiveness in these lines of service would be considerable and are well worth a careful study. We are also suggesting an intensive checking against the private use of the city equipment, with its incidental consumption of gasoline. This suggestion grows out of a knowledge of practices in former administrations, and while this would be a relatively petty abuse it is one that easily

causes unfavorable, if not drastic, criticism and excites general suspicion.

13. In the judgment of the Council, after careful investigation, the fire tower signal station, located on the roof of the Merchants Bank Building, has outlived its usefulness and is now only a source of unnecessary expense, and no appropriation was therefore allowed for its maintenance other than such rental as to the city is under obligation to pay for a limited period. An observation tower is an old institution in the fire department, but improved methods of fire alarms and a murky atmosphere, particularly in the winter, has rendered obsolete this method of observing fires.

14. In conclusion, the Council desires to commend the clear and detailed form in which the General Fund budget was presented, and to acknowledge its obligation to all the department representatives for their courtesy and patience in presenting detailed information. It was a difficult situation faced by the Council members, to carefully scrutinize the numberless items making up the various budgets and to pass unbiased judgments on the requests for funds, taking into account the interests of the taxpaying public and the wholesome needs of the public service. Many long sessions of intensive study of the figures were held, with the purpose of making honest and intelligent appropriations and fixing a tax levy as low as possible to meet the expenditures. In all probability some mistakes were made, due to inadequate experience and lack of information, but we have tried to do the best possible job under the present situation, and the Council is confidently hoping that all departments will not only loyally endeavor to live within the appropriations made, but will also make every effort to promote economies that will result in leaving substantial balances at the end of the year.

JOHN F. WHITE, Chairman.

EARL BUCHANAN

E. W. HARRIS

ORDINANCES ON SECOND READING

Mr. Buchanan called for Special Ordinance 5, 1928, for second reading. It was read a second time.

On motion of Mr. Buchanan, seconded by Mr. Springsteen, Special Ordinance 5, 1928, was ordered engrossed, read a third time and placed upon its passage.

Special Ordinance 5, 1928, was read a third time by the Clerk, and passed by the following roll-call vote:

Ayes, 9, viz: Mr. Buchanan, Mr. Harris, Mr. Lieber, Mr. Meurer, Mr. Nicholson, Mr. Rathert, Mr. Springsteen, Mr. White, President Raub.

Mr. Harris asked for a suspension of the rules for consideration of General Ordinance 68, 1928. The motion to suspend the rules was seconded by Mr. White, and passed by the following roll-call vote:

Ayes, 9, viz: Mr. Buchanan, Mr. Harris, Mr. Lieber, Mr. Meurer, Mr. Nicholson, Mr. Rathert, Mr. Springsteen, Mr. White, President Raub.

Mr. Harris called for General Ordinance 68, 1928, for second reading. It was read a second time.

On motion of Mr. Harris, seconded by Mr. Rathert, General Ordinance 68, 1928, was ordered engrossed, read a third time, and placed upon its passage.

General Ordinance 68, 1928, was read a third time by the Clerk, and passed by the following roll-call vote:

Ayes, 9, viz: Mr. Buchanan, Mr. Harris, Mr. Lieber, Mr. Meurer, Mr. Nicholson, Mr. Rathert, Mr. Springsteen, Mr. White, President Raub.

Mr. Meurer called for General Ordinance 41, 1928, for second reading. It was read a second time.

On motion of Mr. Meurer, seconded by Mr. Nicholson, General Ordinance 41, 1928, was ordered engrossed, read a third time, and placed upon its passage.

General Ordinance 41, 1928, was read a third time by the Clerk, and passed by the following roll-call vote:

Ayes, 9, viz: Mr. Buchanan, Mr. Harris, Mr. Lieber, Mr. Meurer, Mr. Nicholson, Mr. Rathert, Mr. Springsteen, Mr. White, President Raub.

Mr. Lieber called for General Ordinance 46, 1928, for second reading. It was read a second time.

On motion of Mr. Lieber, seconded by Mr. Meurer, General Ordinance 46, 1928, was ordered stricken from the files.

Mr. Lieber announced that there would be a public hearing on General Ordinance 73, 1928, at 7:30 p. m., October 15, 1928, and instructed the Clerk to advertise same.

Mr. White made the following motion: "I move that the report of the Special Committee on matters relating to the 1929 budget be adopted by the Council and made an addenda to the 1929 budget."

The motion was seconded by Mr. Springsteen, and passed by the following roll-call vote:

Ayes, 9, viz: Mr. Buchanan, Mr. Harris, Mr. Lieber, Mr. Meurer, Mr. Nicholson, Mr. Rathert, Mr. Springsteen, Mr. White, President Raub.

Mr. Meurer asked for suspension of the rules for consideration of Special Ordinance 6, 1928. The motion to suspend the rules was seconded by Mr. Springsteen, and passed by the following roll-call vote:

Ayes, 9, viz: Mr. Buchanan, Mr. Harris, Mr. Lieber, Mr. Meurer, Mr. Nicholson, Mr. Rathert, Mr. Springsteen, Mr. White, President Raub.

Mr. Meurer called for Special Ordinance 6, 1928, for second reading. It was read a second time.

On motion of Mr. Meurer, seconded by Mr. Rathert, Special Ordinance 6, 1928, was ordered engrossed, read a third time and placed upon its passage.

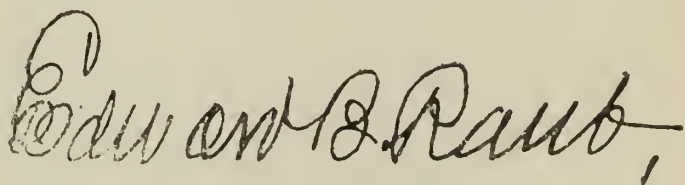
Special Ordinance 6, 1928, was read a third time by the Clerk, and passed by the following roll-call vote:

Ayes, 9, viz: Mr. Buchanan, Mr. Harris, Mr. Lieber, Mr. Meurer, Mr. Nicholson, Mr. Rathert, Mr. Springsteen, Mr. White, President Raub.

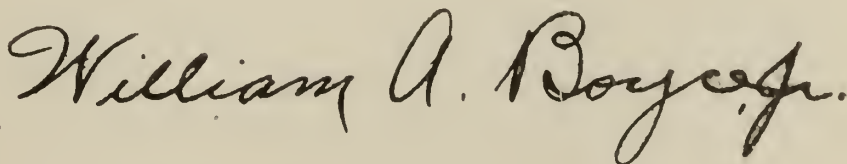
On motion of Mr. Harris, seconded by Mr. White, the Common Council adjourned at 8:43 p. m.

We hereby certify that the above and foregoing is a full, true and complete record of the proceedings of the Common Council of the City of Indianapolis, Indiana, held on the 1st day of October, 1928, at 7:30 p. m.

In witness whereof, we have hereunto subscribed our signatures and caused the seal of the City of Indianapolis to be affixed.



President.



(SEAL)

City Clerk.