

# PROCEEDINGS OF JOINT CONVENTION.

FIRST SESSION—MONDAY EVENING, FEBRUARY 4, 1889.

The Common Council and Board of Aldermen of the City of Indianapolis convened in Joint Convention, in the Council Chamber, on Monday evening, February 4th, 1889, at eight o'clock, pursuant to the following call:

*Indianapolis, Ind., Jan. 31, 1889.*

To the Members of the Council and Board of Aldermen of the City of Indianapolis:

*Gentlemen:*—You are each hereby notified to meet in the Council Chamber of said city, on the evening of Monday, February 4th, 1889, at the hour of eight o'clock, to be then and there convened as a Joint Convention of said Council and Board of Aldermen, for the purpose of electing a City Civil Engineer for said city, *vice* Samuel H. Shearer, resigned.

C. S. DENNY, Mayor, and Permanent President  
of the Joint Conventions of the Common Council and Board of Aldermen.

Mayor Denny, President of the Joint Convention, in the Chair, directed the Secretary to call the roll.

The roll of the members of the Board of Aldermen and Common Council having been called, the following members of the Joint Convention were found to be present:

Aldermen Connett, Reinecke, Reynolds, Smith, Tousey, and President Wright—6; Councilmen Burns, Cummings, Darnell, Davis, Dunn, Finch, Gasper, Gaul, Hicklin, Johnston, Long, McClelland, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson—21. Total present, 27.

There being a quorum present from each body, the Chair announced that the Joint Convention was ready for the transaction of business.

The President appointed Alderman Reinecke and Councilman Smith as tellers.

*For City Civil Engineer*—Councilman Cummings placed in nomination Aruas P. Shawver; Alderman Reinecke placed in nomination W. C. Smith.

A ballot was then had, which resulted as follows:

Aruas P. Shawver received..... 18 votes.

W. C. Smith received..... 9 votes.

Aruas P. Shawver having thus received a majority of all the votes cast, the President declared him duly elected City Civil Engineer for the unexpired term, ending December 31st, 1890.

Retiring City Civil Engineer addressed the Joint Convention as follows:

Mr. President, and Gentlemen of the Common Council and Board of Aldermen:

Before surrendering the charge you have intrusted to my keeping, I deem it incumbent upon myself to express, in a more formal manner than I have heretofore done, my sincere gratitude for the confidence you have reposed in me, and the honors I have received at your hands; and I trust you will not consider it inconsistent with what I feel to be my duty, and will therefore permit me to suggest a few thoughts pertaining to the department which I am now about to leave.

#### PROFESSION OF CIVIL ENGINEERING.

The profession of civil engineering is doubtless the most comprehensive, and perhaps the least understood by the general public, of any branch of technology. This latter fact is perhaps too frequently the cause of underestimating its importance, and in consequence the result in damages and disaster to those for whom the services were rendered. The duties call for the highest attainments, and good service should not only be pecuniarily well rewarded, but should receive the confidence, encouragement and respect of the public.

#### CITY ENGINEERING.

Involving, as it does, almost every branch known to the science, requires not only ability and skill as an Engineer, but the faculty of adaptability to surroundings, combined with accuracy, firmness and rapidity. Among the many branches that will engage the attention of your Engineer in the future none I apprehend will be of greater importance to the public than that of sanitary engineering, consisting of the constructions necessary in facilitating the purification of air, removal of dangerous impurities from water, and supplying an abundance of both of these life-giving elements, and the removal, as speedily as possible, before decomposition, of all refuse matter, whether of animal or vegetable origin. The importance of effective drainage in streets and sewerage, has been shown in so many reports from professional men and government commissions, that its influence on health, strength and length of life, is gradually beginning to be generally understood. The results of all inquiries abundantly demonstrate that drainage and sewerage are essential elements of health in populous districts. These conditions are attained in no other way than by a system of well paved streets, and a general distribution of the water supply in connection with the system of sewerage.

#### GENERAL SYSTEM OF IMPROVEMENTS.

Our city has now assumed such proportions, and the prospects for its future development are so well assured, and as the relation of good and substantial improvements to the growth and prosperity of a city have in so many instances been demonstrated, I would suggest that some general and more permanent system of public improvements be adopted. In this respect none would add more to the growth, health and comfort of the city, than a system of well-paved streets, sewers, parks and bridges.

#### PARKS.

In this connection I would suggest that a system of well-paved walks be adopted for all parks centrally located, and that all improvements made be of the most substantial character. Parks should be acquired for the present, and laid out and improved for the future.

#### BOUNDARIES.

Boundaries have in some instances become so confused, in the plating and re-surveying of some parts of the city, that it is with great difficulty and often attended with danger of personal liability, for an Engineer to attempt to establish lines of property from the existing records of the city. I would suggest as a means of remedying this growing difficulty, that before property becomes still more valua-

ble, the necessary steps be taken to have a commission of competent Engineers appointed to establish and perpetuate with suitable fixed monuments the intersections of all principal streets, so that in the future Engineers would have some authentic base of surveys.

#### STREET SPRINKLING.

Sprinkling should never be permitted upon asphalt nor wood pavements, as it has a tendency to decay the latter, and does the former no good, but to form mud. When properly swept, both pavements should always be free from dust in dry weather, and consequently free from mud in wet weather.

#### HACK STANDS.

Hack stands should be removed from all smooth pavements, as the constant tread of horses' feet in one place, is injurious, and their presence contributes both to filth and unsightliness, both of which should be prevented upon streets where the property has been put to expense in improving. The city is not bound to furnish stands for public vehicles; therefore I would strongly urge the passage of the pending ordinance upon this subject.

#### STREET SWEEPING.

Street sweeping has become so important a factor in maintaining cleanliness, health and comfort in cities, that when there is any considerable amount of pavement, no city should be without some general system of this kind of cleaning.

In making a selection of machinery, care should be taken to obtain such as will not only sweep asphalt, but wood and cobble-stone pavements. If it is thought that the city is not able to purchase good machinery, at this time, it might be well to consider carefully the proposition of the National Street Sweeping Machinery Company, of Philadelphia, in which they propose to furnish the machines to the city on a royalty per thousand square yards.

#### VEHICLE TAX.

Owing to the limited amount of revenue derived from taxation, and in consequence the strained condition of the city treasury, it would seem a wise provision for our city, if the General Assembly could be induced to pass an act enabling cities to assess a special vehicle tax for the benefit of street improvements or repair fund.

The wisdom of such a tax has been demonstrated in other cities, as it throws part of the burdens of maintainance upon those who wear out the streets. It is believed that if a concerted effort by our citizens would be made in this direction, it would result in great good to our city.

#### ELECTRIC WIRES.

Electric wires have become so numerous, in an attempt by corporations to meet the demands of the public, and their presence on the streets have so often been attended with disastrous results, that there ought no longer to be offered by those having them in charge, resistance to putting all wires, of whatever kind, under ground. The reasons for this are so apparent, not only on account of the unsightliness, and frequent hindrance to the operators of the Fire Department, but on account of real danger, from some of them carrying strong currents to buildings and persons who come in contact with them, that the wonder is, that corporations do not of their own accord adopt the under-ground system.

It is often urged that the under-ground system is impracticable; but against such argument the undisputed facts are, that in quite a number of cities the system is in successful operation, notably in Chicago, Boston, Philadelphia and New York. In New York the State authorities passed a law, in 1887, requiring all electric wires to be put under ground, and placing all such matters in the hands of a "Board of Electrical Control." Up to December 31st, 1887, there had been laid under ground, in the city of Philadelphia alone, 583 miles of telegraph, telephone and electric light wires; also, 151,643 feet of conduit, and 24,347 feet of wrought iron pipe, through which cables may be drawn. With the possibilities of the development of the electrical science, cities can not take too advanced a position upon this subject.

#### THE ILLINOIS STREET TUNNEL.

The tunnel is now almost completed, lacking only the covering over the end south

of the Union Railway train sheds, which should consist of a concrete or asphalt coating, such as will prevent the water from percolating through the brick arches into the driveways below. This arrangement was to have been carried out by the Union Railway Company. As one of the objects in placing the sidewalk entrances where they are, was the better distribution of light, it is questionable, to my mind, whether anything that might be gained by covering the entrance steps, would compensate for the sacrifice in this direction.

I would suggest that in addition to the work already ordered to be done by your Street Commissioner, in painting and whitewashing the interior, that the bowlders where sunken in the street car tracks be re-laid, in order to insure proper drainage, and that the street car company be required to lay a broad flat rail, with only a slight groove, for the flanges of the wheels, throughout the tunnel and approaches. Attention to these matters will, in my judgment, insure a safe, commodious, and, if kept properly cleaned, a popular thoroughfare.

#### THE UNION RAILWAY VIADUCT.

The viaduct, contrary to the most sanguine expectation, has not yet been constructed. It is to be regretted that abutting property holders have felt themselves damaged by the construction of the viaduct, in addition to the amount of damages sustained by the right-of-way. This, I apprehend, is owing to a misconception upon their part, of its use and construction. It will not only afford an ample, safe and popular thoroughfare between the sections of the city now divided by the tracks of the Union Railway Company, but will provide a double frontage with two stories for the one on the viaduct street, for the property abutting on it, wherein it will afford ample facilities for drayage, by reason of the driveway underneath, for all of the wholesale interests on the street. The attitude of the Union Railway Company, as I am informed by V. T. Malott, Vice President, has always been favorable to the building of the viaduct, but on account of unreasonable damages being demanded by property holders, has thought it prudent to defer action until the final amount of damages shall have been determined. I am further informed by Mr. Malott, that the railway company would be willing to pay into the city treasury an amount equivalent to the assessment for the right-of-way, the damages in judgments thus far determined, and the estimated cost of the viaduct, if the city will build the structure, as was done with the Illinois street tunnel. Owing to the important relation to the welfare of the city of a good and safe crossing over the Union Railway, after a careful consideration of the whole subject, I can see no reason why the city should not accept this proposition. At all events, some steps should be taken at once looking towards the building of the viaduct.

Private interests of abutting property holders, or changes in the plans of the Union Railway Company, should not be allowed to deprive the public of the use of so important a crossing of the Union Railway tracks by longer delaying the building of this structure.

Having planned it, as well as having personally worked out every detail in connection with the design, from its first conception, I have always felt a deep interest, as well as a personal pride, in my work, in any movement looking towards the consummation of this much desired project; and it had been my ambition, before severing my connection with the city, not only to design, but to personally supervise the construction of what in my judgment, will be one of the grandest structures, and second to none of its kind, in the country. If in the future you should deem my services of value in this connection, I shall be willing and ready to assist you.

#### "THE NEW UNION STATION."

Among the many additions of commercial value to the architectural beauty of our city, the most conspicuous of all is the recently constructed "Union Railway Station." In the surroundings—the Train sheds and Station building—the Union Railway Company deserve credit for having provided for the City of Indianapolis the most complete, as well as the most handsome, station to be found in any city in the country. I would be unworthy of my profession if I failed to mention with proper appreciation the eminent services of the designer, Thomas Rodd, Civil Engineer, and those of the Engineer in charge of its construction, Frank C. Doran.

## RAILROAD TERMINAL FACILITIES.

The difficulty experienced in the past, as well as of recent date, of railroad companies obtaining track privileges from competing companies, as well as rights-of-way into the city, and the consequent damages sustained by individual property holders, has suggested to my mind that where all are practicable, railroad companies should be compelled to bunch their tracks, and those applying hereafter should seek entrance into the city adjacent to, and parallel with, established lines of railway.

While railways ought to be encouraged to come here, the granting of individual rights, to my mind, has long been questionable. It seems to me that a proper remedy of the difficulties would be to grant such franchises to terminal railroad companies only, in which the rights of the public and of all competing lines could be maintained, and the difficulties of constructing proper and safe crossings over them be reduced to the minimum.

## NATURAL GAS.

Owing to the rush of business in an attempt to properly attend to all the duties recently thrown upon my department, it has been impossible to accomplish all that I had hoped for, with the natural gas companies. It will be remembered that on December 10th, 1888, all companies were notified to repair all leaks indicated by escape pipes. As this order has not been fully complied with, and as the object of these escapes is to indicate the leaks in the mains, that they may be stopped before any serious damage follows, and as the liability of explosions from this cause is greater in frozen weather, I would recommend that this matter be given attention at once. It has recently been told me that it is the practice of some plumbers to turn natural gas into artificial illuminating pipes, without first subjecting the pipes to the required test; again, that others have resorted to the trick of plugging the house pipes, both artificial and natural, within a short distance of the air-pump, in order to have them appear to stand the required test. These practices are criminal, and persons caught imposing upon the public in this manner, should be punished to the extent of the law. As a means of correcting these impositions, it might be well for you to consider the advisability of licensing plumbers.

The placing of public gages, to indicate the amount of pressure carried, and the running of test pipes, from high to low pressure mains into the City Engineer's office, have not yet been carried out by all the companies. The replacing of streets has in quite a number of cases been done in a very unsatisfactory manner, so much so that it has been necessary in some cases to have the work done over by the city. A large number of streets need going over again, where the work of replacement has been slighted. These matters should receive attention as soon as possible.

Owing to the haste practiced by some of the companies to get into the ground a large number of miles of pipe, it will not be a surprise to me if some of them in the near future find difficulty in operating their plants, owing to the presence of salt water in their mains.

The introduction of natural gas has largely increased the duties of the engineering department, and has more than doubled its responsibilities. Notwithstanding this, our city is to be congratulated upon the successful introduction of so dangerous an element without the occurrence of a single accident. This fact is to be appreciated when it is remembered that in many cities, especially Pittsburgh, the work was attended with many serious accidents, and loss of life; while in our city there has been more miles of mains laid, in the past year, than in the same length of time in any city in the country. That these facts have been successfully accomplished, affords me just cause for pride; and if the plans are followed by my successors which I have introduced, there need be no cause for serious accident in the future.

## SUMMARY.

During my term of office, embracing a period of eight years and almost four months, there has been wrought many changes in the public improvements of our city. I doubt if in the history of the city any period could be found in which so many improvements of a permanent character, involving to such an extent the future welfare and prosperity of the city, as the twelve months closed with the year 1888.

In this connection I will mention the successful accomplishment, in addition to

the other regular duties pertaining to my office, of the work in connection with the construction of the new Union Passenger Station and Train Sheds, the planning of the Union Railway Viaduct, the building of the Illinois Street Tunnel, the introduction of Natural Gas, the solving of the problem and laying the first permanent Street Pavement, and the introduction of Electric Light. All of which was accomplished without the aid of precedent, and where but a single mistake would have jeopardized the interests of the city.

CONCLUSION.

In conclusion, I desire to return my thanks for the uniform courtesy I have received from those with whom I have transacted the business of the city, as well as to all city officers and employes. To His Honor, the Mayor, the members of the Common Council and Board of Aldermen, I shall ever feel a debt of sincere gratitude.

Respectfully,

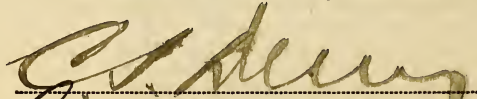
S. H. SHEARER, City Civil Engineer.

Councilman Pearson moved that a committee of five be appointed to draft appropriate resolutions on the above address, to report this evening.

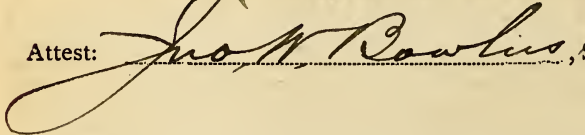
Which motion was adopted.

The President appointed as such committee Councilmen Pearson, Finch and Gaul, and Aldermen Reinecke and Wright.

On motion b Councilman Thalman, the Joint Convention adjourned, *sine die*.

 \_\_\_\_\_, President.

Attest:

 \_\_\_\_\_, Secretary.

# PROCEEDINGS OF COMMON COUNCIL

REGULAR SESSION—FEBRUARY 4, 1889.

The Common Council of the City of Indianapolis, met in the Council Chamber, Monday evening, February 4th, A. D. 1889, at eight o'clock, in regular session.

**PRESENT**--Hon. Caleb S. Denny, Mayor, and *ex officio* President of the Common Council, in the Chair, and 20 members, viz: Councilmen Burns, Cummings, Darnell, Davis, Dunn, Finch, Gasper, Gaul, Hicklin, Johnston, Long, McClelland, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

**ABSENT**, 5—viz: Councilmen Coy, Elliott, Kelley, Markey, and O'Connor.

The Proceedings of the Common Council for the regular session held January 21st, 1889, having been printed and placed on the desks of the Councilmen, said Journals were approved as published.

Col. Hoagland was granted permission to address the Council on what should be done with "Bad Boot Blacks," and presented a communication; which was referred to the Committee on Ordinances and the City Attorney.

Councilman Trusler presented the bond of City Civil Engineer-elect Shawver, with Hiram Seibert and George F. Branham as sureties; which was read and approved.

## REPORTS, ETC., FROM CITY OFFICERS.

The City Civil Engineer submitted the following report; which was read, and the appointments approved:

To the Mayor, Common Council and Board of Aldermen:

*Gentlemen*:—I have made the following appointments in my Department: W. C. Phipps, as clerk, to perform the duties required in General Ordinance 42, ordained November 28, 1885; Thomas Tallentire, Jr., as transitman; Wm. Petty, as rodman. I respectfully submit the same for your approval.

A. P. SHAWVER, City Civil Engineer.

The City Attorney submitted the following report: which was received:

To the Mayor, Common Council and Board of Aldermen:

*Gentlemen*:—Since the last meeting of the Council, the following damage suits against the city, have been disposed of:

1st. Is the suit of Cora Robinson vs. The Consumers' Gas Trust Company and The City, for \$....., damages on account of injuries alleged to have been received by her by falling into a gas trench. I notified the gas company to appear

and defend for the city, and this was done, and resulted in the settlement of the case and judgment for costs against the gas company alone.

2d. Was the case of Dora D. Jones vs. The City and the Indianapolis Gas Light & Coke Company, in which the plaintiff demanded five thousand dollars damages, on account of injuries alleged to have been received by falling into an excavation in the west part of Circle Park. Here, also, the gas company was notified to appear and defend for the city, and did so, and settled with the plaintiff, thus relieving the city from liability.

3d. The case of Jeremiah C. Ball vs. The City, was an action for five thousand dollars damages on account of a serious injury alleged to have been received by falling into a gas trench on south Pine street. Learning that it was a trench that had been dug by the Consumers' Gas Trust Company, I notified it to defend for the city, and acting upon this notice, the said company settled and satisfied plaintiff's claim, resulting in the dismissal of the case.

4th. Was the suit of John C. Goff vs. The City and other defendants, also on account of an injury resulting from a fall in an excavation made in west Walnut street. Here, also, the defendants were notified to appear and defend, which they did, and compromised and settled the case, and relieved the city.

5th. Was an action brought by William H. Watt against The City and The Indianapolis Natural Gas Company. The same action was had, and a like result followed as above, and judgment was rendered in favor of the city.

6th. Is the long-pending action of Michael Stabler vs. The City, the C, H. & I., and the Pan-Handle Railroad companies, in which Stabler demanded ten thousand dollars damages on account of being permanently crippled and paralyzed from injuries received at the Michigan road crossing of the Pan-Handle and Junction tracks. After a long trial, judgment was rendered in favor of the city and the Junction road, and against the Pan-Handle company for twenty-five dollars.

Respectfully submitted,

WM. L. TAYLOR, City Attorney.

The City Clerk submitted the following report; which was received:

To the Mayor, Common Council and Board of Aldermen:

*Gentlemen:*—I herewith submit an itemized statement showing the amount of orders drawn upon the city treasury during the month of January, 1889, viz:

Board of Health.....	\$ 311 65
Bridges.....	35 00
City Civil Engineer's Department.....	621 60
City Dispensary.....	328 00
City Hall.....	65 65
City Hospital and Branch.....	1,522 82
Cisterns.....	225 49
Fire Department—pay-rolls.....	5,860 00
Fire Department—accounts.....	850 45
Garfield Park.....	444 11
Gas.....	3,760 66
Incidentals.....	138 55
Insurance.....	50 00
Interest.....	65 85
Judgments and costs.....	41 40
Markets.....	53 58
Parks.....	175 10
Police.....	5,704 61
Printing.....	18 95
Redemption of bonds, and interest.....	176,837 50
Salary.....	6,160 58
Sewers.....	339 02
Station House.....	238 36
Street Improvements.....	12,390 55



Street repairs—pay-rolls.....	\$ 2,168 02
Street repair—accounts.....	321 32
Tomlinson Estate.....	6 00
Tomlinson Hall—accounts.....	192 28
Tomlinson Hall—Janitors.....	108 50
Total.....	<u>\$218,535 60</u>

Respectfully submitted,  
JNO. W. BOWLUS, City Clerk.

The City Clerk submitted the following report:

To the Mayor, Common Council and Board of Aldermen:

*Gentlemen:*—I herewith report the following entitled affidavit, now on file in the office of the City Clerk, for the collection of street improvement assessment by precept, to-wit:

J. L. Fisher vs. Heirs of Chas. Mansfield, for.....\$30 00  
Respectfully submitted, JNO. W. BOWLUS, City Clerk.

Which was read, and the precept ordered to issue, by the following vote:

AYES, 18—viz: Councilmen Dunn, Finch, Gasper, Gaul, Hicklin, Johnston, Kelley, Long, McClelland, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

NAYS, 3—viz: Councilmen Burns, Darnell, and Davis.

The City Attorney made an oral report upon the precept of Geo. W. Seibert vs. Dion Boucicault, which was referred to him at the last regular session of this body; and the precept was ordered to issue, by the following vote:

AYES, 20—viz: Councilmen Cummings, Davis, Dunn, Finch, Gasper, Gaul, Hicklin, Johnston, Kelley, Long, McClelland, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

NAYS, 2—viz: Councilmen Burns, and Darnell.

REPORTS, ETC., FROM SPECIAL COMMITTEES.

Councilman Pearson presented the following report and memorial; which was unanimously adopted:

To the Members of the Common Council and Board of Aldermen:

*Gentlemen:*—Your Committee to whom was referred the address of Samuel H. Shearer, ex-City Civil Engineer, beg leave to submit the accompanying memorial expressing their own sentiments, and move its adoption, as the sense of the members of the Council and Board of Aldermen, in reference to Mr. Shearer's past services to the city and retirement from office.

John R. Pearson,  
Fred. W. Gaul,  
J. C. Finch,  
Julius F. Reinecke,  
G. S. Wright,  
Committee.

MEMORIAL.

In the retirement of Samuel H. Shearer, our late City Civil Engineer, the city has lost a faithful, conscientious and intelligent officer. During his entire term of

more than eight years, his labors have been arduous, and, in many instances, very difficult to satisfactorily perform. He has been untiring in his efforts to do and require honest work in all matters of permanent improvements. His labors in this regard have been eminently successful. As representatives of the city, we regret that he has felt called upon to retire from the office he has so ably filled, and wish him abundant success in any new field of labor to which he may hereafter be called.

*Moved*, That the foregoing be adopted as the sense of the members of the Council and Board of Aldermen, and that the City Clerk transmit to Mr. Shearer a copy thereof, under his seal of office.

#### REPORTS, ETC., FROM THE COMMITTEE ON CONTRACTS.

The Committee on Contracts, through Councilman Darnell, submitted the following report; which was concurred in:

To the Mayor, Common Council and Board of Aldermen:

*Gentlemen*:—Your Committee on Contracts, City Civil Engineer and City Attorney, and like Committee from the Board of Aldermen, to whom was referred the proposition of The Sun Vapor Light Company, for furnishing five hundred street lamps, etc., would report that we have given the matter due consideration, and recommend that said proposition be accepted, provided said proposition and contract be made for three hundred instead of five hundred lamps. This will increase the present number fifty-nine street lamps.

Respectfully submitted,

C. F. Darnell,  
C. H. Stuckmeyer,  
R. McClelland,  
Will. E. Tousey,  
H. B. Smith.

On motion by Councilman Darnell, the City Attorney was instructed to draw up a contract in accordance with the above report.

The following communication was read, and referred to the City Attorney, to prepare an ordinance:

To the Mayor, Common Council and Board of Aldermen:

*Gentlemen*:—You are hereby notified that we will hold the city responsible for any damage that we may sustain by reason of any explosion (if any there be,) of the powder magazines now located inside the city limits, and in close proximity to our place of business.

THE VAN CAMP PACKING Co.,  
by FRANK VAN CAMP, Sec'y.

Served on me this 4th day of February, 1889.

C. S. DENNY, Mayor.

#### REPORTS, ETC., FROM OFFICIAL BOARDS.

The Board of Public Improvements, through Councilman McClelland, submitted the following report; which was concurred in:

To the Mayor and Common Council:

*Gentlemen*:—The Board of Public Improvements, to whom was referred the following motion: "That the Street Commissioner be, and is hereby, instructed to lay double stone crossings on the north and south sides of Ray street across Union street," recommend that this be not done at present.

Respectfully submitted,

R. McClelland,  
W. H. Wilson,  
Board of Public Improvements.

The Board of Health submitted the following report; which was referred to the Committee on Fire Department:

Indianapolis, Feb. 4, 1889.

To the Mayor and Members of the Common Council and Board of Aldermen:

*Gentlemen:*—The horse which has been used by the Board of Health, is disabled and out of service, and according to a certificate issued by Dr. Armstrong, the prospects for the future are not good. We would ask that this matter be referred to a committee with power to act, for it is necessary for the Health Department to have some kind of a conveyance.

Respectfully,

S. E. EARP, M. D., Sec'y. Board of Health.

The Board of Health submitted the following report; which was concurred in:

Indianapolis, Feb. 4, 1889.

To the Mayor and Members of the Common Council and Board of Aldermen:

*Gentlemen:*—Some of the bad meat which was confiscated by Meat Inspector Fohl, was sold for fertilizing purposes, and the sum of five dollars (\$5.00) received for the same, and this amount was placed in my possession by the officer.

In view of the fact that Mr. Fohl had a gun which was his own personal property, stolen from him while on duty at the Stock Yards, I would ask that officer be allowed to use this money in purchasing another gun, which shall be the property of the Board of Health, City of Indianapolis.

Respectfully,

S. E. EARP, M. D., Sec'y. Board of Health.

The Board of Health submitted the Mortality report for the month of January, 1889; which was received.

The Meat Inspector submitted a report for the month of January, 1889; which was received.

The Superintendent of the City Dispensary submitted his report for the month of January, 1889; which was received.

#### REPORTS, ETC., FROM STANDING COMMITTEES.

Councilman Thalman, from the Committee on Finance, offered the following resolution:

*Resolved,* That the Finance Committee be authorized to borrow the sum of forty thousand (\$40,000) dollars, at a rate of interest not to exceed six per cent., and time not longer than ninety days, to meet the present and current appropriations, and for the payment of the same, the faith of the City of Indianapolis is hereby irrevocably pledged.

And it was adopted by the following vote:

AYES, 22—viz: Councilmen Burns, Cummings, Darnell, Davis, Dunn, Elliott, Finch, Gasper, Gaul, Hicklin, Johnston, Kelley, Long, McClelland, O'Connor, Parkinson, Pearson, Stackmeyer, Swain, Thalman, Trusler, and Wilson.

NAYS—None.

The Committee on Streets and Alleys, through Councilman Dunn, submitted the following report; which was concurred in:

To the Mayor and Common Council:

*Gentlemen:*—Your Committee on Streets and Alleys, to whom was referred sundry matters, report thereon as follows:

1st. We recommend that the plat of "Ferguson's Hill Place Addition to the City of Indianapolis," as filed by Clarissa Ferguson and James C. Ferguson, be adopted and approved.

2d. We report back the petition of W. O. Patterson and others, asking for the opening of a street from the east line of "Talbott's Addition" to Central avenue, with the request for the preparation and filing of a plat by said petitioners.

3d. We report progress on the various bids for sweeping Washington street, and ask for further time.

Respectfully submitted,

Edward Dunn,  
C. H. Stuckmeyer,  
Committee on Streets and Alleys.

The Rental Committee, through the City Clerk, submitted the following report; which was read and received:

To the Mayor, Common Council and Board of Aldermen:

*Gentlemen:*—Your Rental Committee, having charge of the renting of Tomlinson Hall, beg leave to report the following rents collected, to-wit:

Jan. 4 & 5. Commercial Trvvelers.....	\$100 00
" 14. Inaugural Ball .....	50 00
" 22. Royal Arcanum.....	30 00

Respectfully submitted,

WM. L. TAYLOR,  
G. S. WRIGHT,  
JNO. W. BOWLUS,  
Rental Committee.

#### MESSAGES AND PAPERS FROM THE BOARD OF ALDERMEN.

The following message was read:

To the Mayor and Common Council:

*Gentlemen:*—The Board of Alderman, in regular session held in the Aldermanic Chamber Monday evening, January 28th, 1889, non-concurred in the action of your honorable body in the acceptance of the following proposition:

"Indianapolis, Dec. 22, 1888.

To the Hon. C. S. DENNY, Mayor, and Councilmen City of Indianapolis:

*Gentlemen:*—I have the honor to submit, for your consideration, the following proposition, viz: I will make your annual sales, at auction, of market stalls, goods at Station House, and any and all auction sales the city may have to do, for one year from January 1st, 1889 to January 1st, 1890, in consideration of the renewal of my license as Auctioneer for one year, gratis.

Very respectfully,

L. N. PERRY, Auctioneer."

I submit the same for your consideration,

For the Board of Aldermen:

MICHAEL W. TOOMEY, Clerk.

On motion by Councilman Trusler, the Common Council adhered to its former action, and asked that a Conference Committee be appointed.

The Chair appointed Councilmen Cummings, O'Connor and Trusler.

The following message was read, and on motion referred to the City Attorney and Street Commissioner, to prepare an ordinance:

To the Mayor and Common Council:

*Gentlemen:*—The Board of Aldermen, in regular session held in the Aldermanic Chamber Monday evening, January 28th, 1889, referred the following communication to the City Attorney:

“To the Mayor, Common Council and Board of Aldermen:

*Gentlemen:*—The Illinois street tunnel is in a very filthy condition. Is it the duty of the city or the Citizens' Street Railroad Company to clean it?

D. DERUITER, Street Commissioner.”

I submit the same for your consideration.

For the Board of Aldermen:

MICHAEL W. TOOMEY, Clerk.

The following messages were read, and the action of the Board of Aldermen concurred in:

To the Mayor and Common Council:

*Gentlemen:*—The Board of Aldermen in regular session held in the Aldermanic Chamber Monday evening, January 28th, 1889, non-concurred in the action of your honorable body on the adoption of the following motion:

“That George Kesler be given permission to lay a brick driveway across his sidewalk at 119 west Washington street, at his own expense, under the direction of the City Civil Engineer.”

I submit the same for your consideration.

For the Board of Aldermen:

MICHAEL W. TOOMEY, Clerk.

To the Mayor and Common Council:

*Gentlemen:*—The Board of Aldermen, in regular session held in the Aldermanic Chamber Monday evening, January 28th, 1889, adopted the following motion:

“That the Street Commissioner be, and is hereby, ordered to remove the plank crossing over the gutter in front of No. 119 west Washington street.”

I submit the same for your consideration.

For the Board of Aldermen:

MICHAEL W. TOOMEY, Clerk.

To the Mayor and Common Council:

*Gentlemen:*—The Board of Aldermen in regular session held in the Aldermanic Chamber Monday evening, January 28th, 1889, non-concurred in the action of your honorable body on the adoption of the following motion:

“That the Street Commissioner be ordered to lay a single stone crossing across Alabama street, on the north side of Wabash street.”

I submit the same for your consideration.

For the Board of Aldermen:

MICHAEL W. TOOMEY, Clerk.

To the Mayor and Common Council:

*Gentlemen:*—The Board of Aldermen in regular session held in the Aldermanic Chamber Monday evening, January 28th, 1889, adopted the following motion:

“That the Citizens' Street Railroad Company be ordered to repair Clifford avenue along the tracks of said company; and in case the same is not done within five days from the receipt of a copy of this motion, the Street Commissioner is hereby ordered to repair said street along the tracks of said street railway, and to collect the costs of the same from said street railroad company.”

I submit the same for your consideration.

For the Board of Aldermen:

MICHAEL W. TOOMEY, Clerk.

The following message was read, and on motion by Councilman Dunn, the Common Council adhered to its former action in adopting the resolution:

To the Mayor and Common Council:

*Gentlemen:*—The Board of Aldermen in regular session held in the Aldermanic Chamber Monday evening, January 28th, 1889, non-concurred in the action of your honorable body on the adoption of the following resolution:

*Resolved by the Common Council and Board of Aldermen of the City of Indianapolis,* That the petition of Mary C. Leser, Abraham Richart, George C. Eberhard and others, praying for the vacation of the alley 7.58 feet wide, extending from Morris street to the first alley south of Morris street, between West and Dakota streets, be referred to the Board of City Commissioners, together with the plat accompanying the same, with instructions to assess benefits and damages caused by such vacation, and to make due report to the Common Council and Board of Aldermen, the said Board of City Commissioners to return all plats, petitions and notices. The City Clerk is hereby required to issue, and the Superintendent of the Metropolitan Police Force to serve, the proper notices on said Commissioners and interested property owners: *Provided,* That before the City Clerk issues the said notice to the said Commissioners, a bond shall be filed with the said City Clerk, to the approval of the Mayor, guaranteeing the payment of fifty dollars (\$50.00) to the city, in addition to the payment of all costs and charges of said City Commissioners in this matter.

I submit the same for your consideration.

For the Board of Aldermen:

MICHAEL W. TOOMEY, Clerk.

The following message was read, and on motion by Councilman Cummings, the Common Council adhered to its former action:

To the Mayor, and Common Council:

*Gentlemen:*—The Board of Aldermen in regular session held in the Aldermanic Chamber Monday evening, January 28th, 1889, amended General Ordinance No. 1, 1889, by striking out all after the word "Chemist," in line eight, Section 5, to-wit: "and E. C. Hedden, clerk in office; Jno. R. Fohl, Meat Inspector, and Leonard Crane, Sanitary officer;" and when so amended, said ordinance passed.

I submit the same for your consideration.

For the Board of Aldermen:

MICHAEL W. TOOMEY, Clerk.

#### APPROPRIATION ORDINANCES.

This being the regular appropriation night, the following entitled Appropriation Ordinances were introduced and placed upon their final passage, without a suspension of the Rules:

Councilman Thalman, on behalf of the Finance Committee, submitted the following entitled appropriation ordinances:

Ap. O. 7, 1889—An ordinance appropriating money for the payment of the salaries of the officers and members of the Fire and Police Departments; of the Committee Clerk; of the Janitor and Assistant Janitor of the City Hall; of the Janitor and Assistant Janitor of Tomlinson Hall, and of the East and West Market Masters. [Amount appropriated, \$11,454.33.]

Read the first and second times, ordered engrossed, read the third time and passed, by the following vote:

**AYES,** 21—viz: Councilmen Burns, Cummings, Darnell, Davis, Dunn, Finch, Gaul, Hicklin, Johnston, Kelly, Long, McClelland, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

**NAYS**—None.

Ap. O. 8, 1889—An ordinance appropriating money for the payment of sundry claims against the City of Indianapolis, on account of the City Hospital and Branch. [Amount appropriated, \$1,499.91.]

Read the first and second times, ordered engrossed, read the third time and passed, by the following vote:

**AYES**, 21—viz: Councilmen Burns, Cummings, Darnell, Davis, Dunn, Finch, Gaul, Hicklin, Johnston, Kelley, Long, McClelland, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

**NAYS**—None.

Ap. O. 9, 1889—An ordinance appropriating money for the payment of sundry claims against the City of Indianapolis, on account of the Fire Department. [Amount appropriated, \$612.11.]

Read the first and second times, ordered engrossed, read the third time and passed, by the following vote:

**AYES**, 21—viz: Councilmen Burns, Cummings, Darnell, Davis, Dunn, Finch, Gaul, Hicklin, Johnston, Kelley, Long, McClelland, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

**NAYS**—None.

Ap. O. 10, 1889—An ordinance appropriating money for the payment of sundry claims against the City of Indianapolis, on account of Station House. [Amount appropriated, \$244 81.]

Read the first and second times, ordered engrossed, read the third time and passed, by the following vote:

**AYES**, 21—viz: Councilmen Burns, Cummings, Darnell, Davis, Dunn, Finch, Gaul, Hicklin, Johnston, Kelley, Long, McClelland, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

**NAYS**—None.

Ap. O. 11, 1889—An ordinance appropriating the sum of Ten Thousand Dollars (\$10,000) on account of the Street Repairs Department of the City of Indianapolis.

Read the first and second times, ordered engrossed, read the third time and passed, by the following vote:

**AYES**, 21—viz: Councilmen Burns, Cummings, Darnell, Davis, Dunn, Finch, Gaul, Hicklin, Johnston, Kelley, Long, McClelland, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

**NAYS**—None.

Ap. O. 12, 1889—An ordinance appropriating money for the payment of sundry claims against the City of Indianapolis. [Amount appropriated, \$16,454.42.]

Read the first and second times, ordered engrossed, read the third time and passed, by the following vote:

**AYES**, 21—viz: Councilmen Burns, Cummings, Darnell, Davis, Dunn, Finch, Gaul, Hicklin, Johnston, Kelley, Long, McClelland, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

**NAYS**—None.

## INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

Under this order of business the following entitled ordinances were introduced, and severally read the first time :

By Councilman Hicklin :

G. O. 4, 1889—An ordinance permitting the soliciting of patronage for Hotels at the Union Passenger Station.

On motion by Councilman Hicklin, the Rules were suspended for the purpose of placing the foregoing entitled ordinance—G. O. 4, 1889—on its final passage, by the following vote :

AYES, 19—viz: Councilmen Burns, Cummings, Darnell, Davis, Gasper, Gaul, Hicklin, Johnston, Kelley, Long, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

NAYS, 3—viz: Councilmen Dunn, Finch, and McClelland.

G. O. 4, 1889, was then read the second time, ordered engrossed, read the third time and passed, by the following vote :

AYES, 19—viz: Councilmen Burns, Cummings, Darnell, Davis, Dunn, Gaul, Hicklin, Johnston, Kelley, Long, O'Connor, Parkinson, Pearson, Smith, Stuckmeyer, Swain, Thalman, Trusler, and Wilson.

NAYS, 3—viz: Councilmen Finch, Gasper, and McClelland.

It being now near eleven o'clock, on motion by Councilman Darnell, the Rules were suspended for the purpose of extending the time of the session, by the following vote :

AYES, 15—viz: Councilmen Burns, Cummings, Darnell, Davis, Gaul, Hicklin, Johnston, Kelley, O'Connor, Parkinson, Pearson, Swain, Thalman, Trusler, and Wilson.

NAYS, 7—viz: Councilmen Dunn, Finch, Gasper, Long, McClelland, Smith, and Stuckmeyer.

By Councilman Darnell :

S. O. 13, 1889—An ordinance to provide for the erection of lamp-posts, lamps and fixtures (complete to burn gas, except the service pipes,) on Hall Place street, between Seventh and Ninth streets.

By Councilman Davis :

S. O. 14, 1889—An ordinance to provide for grading and paving with brick, the south sidewalk of Elizabeth street, from Blake street to Patterson street.

S. O. 15, 1889—An ordinance to provide for grading and paving with brick, the north sidewalk of Elizabeth street, from Blake street to Locke street.

## INTRODUCTION OF MISCELLANEOUS BUSINESS.

Councilman Cummings offered the following motion; which was adopted:



That the City Attorney be instructed to support the Street Commissioner in the removal of obstructions on south Illinois street, and to defend any action which may be brought against him by the Union Railway Company.

Councilman Darnell offered the following motion; which was ruled out of order by the Chair:

That the resolution which passed the Board of Aldermen in reference to conductors and platforms, be now taken up and concurred in.

Councilman Darnell offered the following resolution; which was referred to the Committee on Rules, to report back the probable cost:

WHEREAS, There has been no revision of the Proceedings and Ordinances of the Common Council and Board of Aldermen for many years, and in the mean time many ordinances have been repealed and others amended, until confusion and uncertainty exists as to what ordinances for the government of the city and its various departments are now in force; therefore, be it

*Resolved by the Common Council and Board of Aldermen,* That a commission of not less than four competent persons, shall be appointed to revise and compile said ordinances for publication in book form, neatly bound.

*Be it further Resolved,* That said commission shall contain at least two Attorneys, one of whom shall be the present City Attorney.

*Be it further Resolved,* That the compensation for said commissioners shall be four dollars per day to each one except the City Attorney, for the time actually employed in said work.

Councilman Davis offered the following motion; which was referred to the Committee on Public Light:

That the Committee on Public Light be directed to locate vapor lights on Rhode Island street, between Blake and Maxwell streets.

Councilman Gasper offered the following motion; which was referred to the Committee on Sewers and Drainage:

That the sewer on north New Jersey street be continued from its present terminus, corner of New York and New Jersey street, north to Vermont street.

Councilman Gaul offered the following motions; which were referred to the Board of Public Improvements.

That the Street Commissioner be, and is hereby, directed to put in a broken stone crossing on the west side of West street across Root street.

That the Street Commissioner be, and is hereby, directed to repair Ray street bridge, between Carlos street and West street

Councilman Gaul offered the following motion; which was adopted:

That the Street Commissioner be, and is hereby, directed to notify J. V. McKernan to remove the steps off of the sidewalk in front of his property on the corner of Tennessee and McCarty streets, as the same obstructs the public highway.

Councilman Johnston offered the following motion and petition; which was granted:

That the petition of W. H. Fenneman, asking to withdraw his plat of W. H. Fenneman's Addition, be granted.

To the Mayor and Common Council:

*Gentlemen:*—On September 24th, 1888, I filed a petition with your honorable body and a plat accompanying the same, asking that said plat—being a plat known as W. H. Fennemans Addition to the city—be approved, and the same was referred to your Committee on Streets and Alleys. I now ask to be permitted to withdraw said plat, and ask that the Council take no action thereon. I desire to say it is no fault of said committee that the report has not been made sooner than this, as the property holders were unable to agree.

Respectfully submitted,  
by AYRES, BROWN & HARVEY, his Att'y's.

Councilman Kelley offered the following motion; which was referred to the Committee on Public Light:

That the Brush Electric Light Company be directed to erect five electric lights on south East street, between South and Morris streets.

Councilman Kelley offered the following motion; which was referred to the Board of Public Improvements:

That a stone crossing be laid across Virginia avenue, from the north side of Buchanan street.

Councilman Kelley presented the following petition; which was referred to the Committee on Judiciary:

To the Members of the Common Council and

Board of Aldermen of the City of Indianapolis—Greeting:

*Gentlemen:*—Your petitioners respectfully represent that they are the owners of the following real estate in Marion county, Indiana, to wit: Sixty (60) feet off of the south end of Lot thirty-nine (39) in Seidensticker & Naltner's Addition to the City of Indianapolis. That heretofore, to-wit: on the 24th day of October—being S. O. 140, 1887—under an ordinance of the Council and Board of Aldermen of the City of Indianapolis, Texas street, also known as Lincoln Lane, was graded and graveled east of East street by Joseph Fisher, under the instructions of the City Civil Engineer. That said improvements were extended over the sixty feet of ground owned by petitioners, without condemnation proceedings, and petitioners were compelled to pay, and did pay under protest, the cost of the street improvements thus made, to-wit, the sum of twenty three dollars and ten cents each. That petitioners are willing to dedicate to the city, for street purposes, the said sixty feet off of the south end of Lot 39 aforesaid, on condition that the city pay them the sum of twenty-three dollars and ten cents each, the cost of said improvement.

A plat of said street and said Lot 39 is filed herewith for examination.

Respectfully submitted,  
W. R. BEARD,  
by G. Seidensticker, Att'y.

HERMAN MINTER,  
by HENRY SCHNULL, Att'y.

Councilman McClelland offered the following motion; which was referred to the Committee on Public Light:

That the Sun Vapor Light Company be instructed to erect three vapor lights on Oak street, between Massachusetts avenue and Christian avenue, under the direction of the City Civil Engineer.

Councilman Swain presented the following remonstrance; which was referred to the Committee on Streets and Alleys:

Indianapolis, Feb. 4, 1889.

To the Honorable, the Mayor and Common Council of the City of Indianapolis, Ind:

*Gentlemen:*—The undersigned hereby respectfully presents its remonstrance against the opening of a street on the grounds of the Indiana State Board of Agriculture, along the south side of said ground.

Very respectfully,

INDIANA STATE BOARD OF AGRICULTURE,

per JAMES N. DAVIDSON, Pres't.

Attest: ALEX. HERON, Sec'y.

Councilman Swain presented the following petition and plat; which was referred to the Committee on Streets and Alleys and City Civil Engineer:

To the Common Council and Board of Aldermen of the City of Indianapolis:

*Gentlemen:*—The plat of "Milligan's Park Place" was presented to me for examination, and after a careful study, I have approved it. It has gone on the new map of the city, as drafted, and in my opinion it ought to be approved by your honorable bodies.

Very respectfully, S. H. SHEARER, City Civil Engineer.

Councilman Trusler presented the following petition and plat; which was referred to the Committee on Streets and Alleys, and City Civil Engineer:

Indianapolis, Ind., Feb. 2, 1889.

To the Mayor, Common Council and Board of Aldermen of the City of Indianapolis:

*Gentlemen:*—The undersigned, Daniel B. Hosbrook, herewith presents a plat of his subdivision of Lots one, two and three, in John S., R. and William Dunlap's Addition to the City of Indianapolis, being part of the southeast quarter of Section 7, Township 15, Range 4. He respectfully requests your honorable bodies to approve the same.

D. B. HOSBROOK.

PENDING ORDINANCES.

The following entitled ordinance was read the second time, ordered engrossed, and then read the third time:


G. O. 55, 1888—An ordinance prohibiting the standing of any public vehicle upon any street, avenue, alley or public grounds paved with asphalt, within the limits of the City of Indianapolis.

And it was passed by the following vote:

AYES, 15—viz: Councilmen Cummings, Darnell, Davis, Dunn, Finch, Gasper, Hicklin, Kelley, McClelland, Pearson, Smith, Stuckmeyer, Swain, Thalman, and Trusler.

NAYS, 7—viz: Councilmen Burns, Gaul, Johnston, Long, O'Connor, Parkinson, and Wilson.

On motion the Common Council then adjourned, at 11:15 o'clock, P. M.

 , Mayor,

President of the Common Council.

Attest:  , City Clerk,