

REGULAR MEETING.

COUNCIL CHAMBER,
CITY OF INDIANAPOLIS,
July 2, 1894. }

The Common Council of the City of Indianapolis met in the Council Chamber, Monday evening, July 2, 1894, at 8 o'clock, in regular meeting.

Present, Hon. Wm. H. Cooper, President of the Common Council, in the chair, and 17 members, viz: Messrs. Allen, Colter, Costello, Drew, Hennessy, Kaiser, Koehring, Krauss, Magel, Merritt, Murphy, Puryear, Rauh, Shaffer, Stein, Stott and Young.

Absent, 3—viz: Messrs. O'Brien, Ryan and Schmid.

The Clerk proceeded to read the Journal, whereupon Councilman Puryear moved that the further reading of the Journal be dispensed with.

Which motion prevailed.

COMMUNICATION FROM MAYOR.

His Honor, the Mayor, presented the following communication:

EXECUTIVE DEPARTMENT,
CITY OF INDIANAPOLIS,
July 2, 1894. }

To the President and Members of the Common Council:

GENTLEMEN—On March 19th I submitted to your honorable body a communication calling attention to the necessity of speedily providing safer crossings at certain points where the railroad traffic now seriously interferes with the ordinary use of the streets and seriously endangers life. That communication was referred to your Committee on Railroads, and no report has yet been made thereon.

Shortly after submitting the communication above referred to, I was invited to attend a meeting of members of the Commercial Club, at which the question of elevating the railroad tracks, instead of constructing viaducts, was discussed. Several interesting papers were read on the various phases of the question, and a committee of the Club was appointed to further consider the subject. This committee at once invited the co-operation of the city officials in pursuing the investigation as to the feasibility and practicability of carrying out the project of elevating the tracks. It was deemed advisable to delay action by your body on the proposition to

construct viaducts until the question of the practicability of elevating the tracks could be determined, and hence your Committee on Railroads have not submitted any report on my communication.

On the 27th ult., a meeting was held at the Commercial Club, at which the members of your Committee on Railroads, Board of Public Works, City Attorney, City Civil Engineer and myself, met the members of the committee of the Club above referred to. An informal discussion of the whole subject was had, after which the Commercial Club authorized the City Civil Engineer to employ a competent person to work under his direction, for the purpose of making detailed drawings, surveys and estimates of the cost of an elevated system of tracks through the city, east and west, with the necessary written explanations concerning the handling of local freights, switching privileges, etc. The cost of this work will be paid for by the Commercial Club. As soon as the Engineer can complete this work another meeting will be held, when his report will be received and considered. If the plan is deemed practicable, the legal phases of the question will also be presented by the City Attorney and a committee appointed to assist him in the work of investigation. It will probably be some two months before these reports will be ready. In the meantime, I recommend that no special action be taken on the recommendation submitted by me in the communication above referred to. I ask, however, that you will all give the questions of constructing viaducts and elevating the tracks your careful consideration, so that, when the time has come to proceed, it may be done promptly and intelligently. I feel, as I believe you all do, that the time has fully come when the people of the city should in some way be relieved from the present hazards and inconveniences experienced in getting about the city, on account of the surface grade crossings over the numerous railroad tracks. The city authorities can not longer be excused in delaying this matter. The cost will be large, in any event; but the loss of life and limb, as things now exist, to say nothing of the inconveniences experienced, is too serious a matter to the public to allow money considerations to stand in the way of providing protection. The railroad companies combined can afford to bear the necessary expense of furnishing such relief as may be found to be the most practical, and I can not think they will seriously object to furnishing the means necessary to carry out any and all reasonable demands made upon them by the city, in this connection. If they should decline to do so, however, it will then be our duty to act promptly and firmly.

Respectfully submitted,

C. S. DENNY,
Mayor.

Which was read and referred to Committee on Railroads.

REPORT FROM CITY OFFICER.

Communication from City Attorney Scott:

DEPARTMENT OF LAW,
CITY OF INDIANAPOLIS,
July 2, 1894. }

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

GENTLEMEN—At your last meeting I was requested by resolution to prepare a proper ordinance to be introduced pursuant to the recommendations contained in the Mayor's message to your body of date May 26, 1894.

I have thought best not to cover all the objects subject to special tax, in one ordinance; and indeed some of your members have requested that I do not do so.

I have prepared, to be introduced by the Finance Committee or other member, an ordinance providing for special tax to be paid by natural gas companies who have laid or maintained mains under G. O. No. 14, 1887.

The other suggestions contained in the Mayor's message will receive attention later.

Respectfully,

J. E. SCOTT,
City Attorney.

Which was read and ordered spread on the minutes.

REPORT FROM OFFICIAL BOARD.

The following communication was received from the Board of Public Works:

DEPARTMENT OF PUBLIC WORKS. }
OFFICE OF THE BOARD, }
INDIANAPOLIS, July 2, 1894. }

Hon. W. H. Cooper, President of Common Council, City of Indianapolis:

SIR—We herewith transmit to your honorable body, for consideration and action thereon, an ordinance authorizing the improvement of the roadway of West street, in the City of Indianapolis, from Washington street to New York street, by paving the same with asphalt.

Very respectfully,

ANDREW KRAMER,
F. J. MEYER,
Board of Public Works.

Which was read and referred to Committee on Sewers, Streets and Alleys.

REPORTS, ETC., FROM STANDING COMMITTEES.

Mr. Rauh, on behalf of the Committee on Finance, to whom was referred:

App. O. No. 9, 1894. An ordinance authorizing the transfer of three thousand dollars to funds other than that for which it was originally appropriated and matters connected therewith.

Made the following report:

Mr. President:

Your Committee on Finance, to whom was referred App. O. No. 9, 1894, beg leave to report that we have considered the same, and would respectfully recommend that it be passed.

HENRY RAUH.
GEO. MERRITT.
J. R. ALLEN.
GEO. R. COLTER.
JAS. H. COSTELLO.
CHARLES KRAUSS.
ED. G. STOTT.

Which was read and concurred in.

Mr. Drew, on behalf of the Committee on Sewers, Streets and Alleys, to whom was referred:

G. O. No. 44, 1894. An ordinance providing for the change of the name of John street to Norman avenue, and fixing the time when the same shall take effect.

Made the following report:

INDIANAPOLIS, IND., July 2, 1894.

Mr. President :

Your committee to whom was referred G. O. No. 44, 1894, changing the name of John street, make the following recommendations:

1. That the title be amended by striking out the words "Norman avenue," and inserting the words "Dawson street" in lieu thereof.

2. That Section 1 be amended by striking out the words "Norman avenue," and inserting the words "Dawson street" in place thereof.

When amended as above, we recommend that said ordinance be passed.

LUCIUS W. DREW.

GEO. W. SHAFFER.

WM. HENNESSY.

Which was read and concurred in.

Mr. Merritt, on behalf of the Committee on Judiciary, to whom was referred:

G. O. No. 48, 1894. An ordinance granting E. H. Eldridge permission to erect structures within the present city fire limits.

Made the following report:

INDIANAPOLIS, IND., July 2, 1894.

Mr. President :

Your committee to whom was referred G. O. No. 48, 1894, have had the matter under consideration, and respectfully recommend that it be stricken from the files.

GEO. MERRITT.

LUCIUS W. DREW.

WM. HENNESSY.

Which was read and concurred in.

Mr. Drew, on behalf of Committee on Sewers, Streets and Alleys, asked for further time to consider G. O. No. 46, 1894.

Which was granted.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

Under this order of business the following ordinances were introduced:

By Mr. Rauh:

G. O. No. 49, 1894. An ordinance requiring certain corporations, companies, firms and individuals furnishing gas under the provisions of G. O. No. 14, 1887, to pay into the City Treasury annually a tax of three (3) cents per foot on their gas mains laid within the limits of the City of Indianapolis, Indiana; providing a penalty for violation thereof; providing for publication and fixing the time for its taking effect.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That hereafter any corporation, company, firm or individual furnishing natural gas for heating or illuminating purposes, under the provisions of G. O. No. 14, 1887, shall pay into the treasury of the City of Indianapolis, annually on or before the first Monday in November of each year, beginning with the present year,

the sum of three (3) cents per foot on each and every lineal foot of gas mains laid and maintained, or maintained, in the streets, alleys, avenues, lanes and public grounds in the said City of Indianapolis, exclusive of service connections. Such payment or tax shall be computed upon the actual number of lineal feet of gas mains theretofore laid and maintained, or maintained, by any such corporation, company, firm or individual on the first day of October of the year in which the tax is to be paid; and on or before the first day of November of each year, beginning with the year 1894, any such corporation, company, firm or individual as aforesaid shall prepare and file in the office of the City Comptroller of the City of Indianapolis, a map or plat showing the location and extent of all gas mains already laid or maintained by such corporation, company, firm or individual on the first day of October of such year together with an affidavit that such map or plat is correct, which affidavit shall also state the total number of lineal feet already laid or maintained on such first day of October of said year. Such amount, however, shall not be conclusive on the city, and the tax so to be paid shall be computed on the actual total amount of such gas mains and the acceptance by the city of the tax as computed on any such affidavit or statement so filed or on any other than the correct amount shall not preclude the city from being entitled to and collecting the balance of the tax on the gas main over and above the amount so computed and collected.

SEC. 2. Any corporation, company, firm or individual violating any provision of the ordinance, shall, on conviction, be fined in any sum not exceeding \$500.00, and each day's failure to comply with any provision herein shall be a separate offense and successive actions may be maintained for each separate day's violations.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and publication once each week for two consecutive weeks in *The Sun*, a daily newspaper of general circulation printed and published in said city of Indianapolis.

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

By Mr. Magel:

G. O. No. 50, 1894. An ordinance requiring the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, and the Lake Erie & Western Railway Company to station and maintain a flagman at Vermont street and said companies' tracks in the City of Indianapolis, Indiana.

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the Cleveland, Cincinnati, Chicago & St. Louis Railway Company, and the Lake Erie & Western Railway Company are hereby required to station and maintain a flagman at said companies' tracks on East Vermont street where the tracks of the above named companies' railways cross said East Vermont street in the City of Indianapolis, the same to be done within ten days from the date of the passage of this ordinance. Said flagman shall be a man over the age of twenty-one (21) years and his duties shall be to warn all persons on foot or in vehicles of the approach of all trains on the tracks of said companies at said crossing between the hours of seven (7) o'clock A. M. and six (6) o'clock P. M. of each and every day except Sundays. Said companies are required to provide said flagman with a red flag for use in daylight and a red lantern for use at night. Every day said railway companies shall fail or refuse to comply with any provision of this ordinance, any one or both of them shall, on conviction, be fined in any sum not exceeding five (5) dollars, and each day's failure to comply with any provisions of this ordinance shall be a separate offence.

SEC. 2. This ordinance shall be in full force and effect from and after its passage and publication one day each week for two weeks consecutively in *The Sun*, a daily newspaper of general circulation, printed and published in the City of Indianapolis, Marion county, Indiana.

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

By Mr. Young :

G. O. No. 51, 1894. An ordinance relating to Greenlawn Cemetery, declaring the conditions and vaults therein nuisances, providing for the abatement and removal thereof and matters relating thereto.

WHEREAS, The several tracts of land within the corporate limits of the City of Indianapolis, known as Greenlawn Cemetery and tracts adjacent thereto, heretofore used for cemetery purposes, and the lots situated therein, have been permitted by the owners to become out of order, and have fallen into decay and neglect, and have grown up with underbrush, weeds and grass, and by reason of the said condition have become the resort of evil persons, who thereby escape police surveillance and arrests, and also there indulge in lewd, vicious and immoral conduct, to the great detriment of public morals; and

WHEREAS, The several vaults situated on said cemetery ground continue to be used by the owners for the deposit of corpses, notwithstanding the prohibition thereof by ordinances of the city heretofore enacted, which said corpses have been therein permitted to remain and decompose in large numbers to the great danger and detriment of the public health, and it now being impractical to successfully cleanse, disinfect, and place said vaults in good sanitary condition; now therefore:

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the said conditions now existing in Greenlawn Cemetery and tracts adjacent thereto, are hereby declared nuisances, and that said vaults situated in said cemetery are also hereby declared nuisances, and said nuisances shall be abated and removed as hereinafter provided.

SEC. 2. The fences enclosing said cemetery grounds shall be, and are hereby ordered to be removed so far as may be deemed necessary or expedient by the department charged with the execution of this order to secure proper police inspection and surveillance; and the underbrush, weeds and grass shall be cut and removed therefrom, and the walks and drives placed in good condition, and all excavations properly filled, and unnecessary obstructions removed, and said premises placed in good order and repair, and shall thereafter be kept in good order and repair. The owners of said vaults shall remove or cause to be removed all corpses from their several vaults and properly inter the same under the orders, direction and supervision of and subject to the approval of the Department of Health and Charities of said city which may designate the place and manner of such interment either in said cemetery or elsewhere. If the owners of any of them fail to so remove and inter said corpses, immediately upon the order of said department, said department may proceed to remove and inter the same and the expense of such removal and interment shall be charged to and collected from the owners of said vaults, in addition to the other penalties hereinafter provided. After the removal of the corpses, and all contents of the vaults, said vaults shall also be taken down, removed and destroyed by the several owners, under like orders, directions, supervision and approval of said department; and, if said owners or either of them, shall fail to so remove and destroy the same within ten days after being ordered so to do, said department shall thereupon certify such failure to the Department of Public Works of said city, which shall thereupon under like supervision of the said Health Commissioners, proceed to remove and destroy said vaults, and the expense of such removal shall be charged to and collected from the respective owners of said vaults so destroyed, or, if any owner of said vaults can not be found, said department may proceed at once in all respects as though such owner had been found and had failed upon order to remove and destroy the vaults.

SEC. 3. The Board of Public Works of said city is hereby charged with the duty and is hereby directed to execute the orders and directions of this ordinance except as otherwise herein provided.

SEC. 4. Any one failing to comply with any order of the Department of Health and Charities under this ordinance and any person violating any provision of this ordinance shall, upon conviction, be fined in any sum not exceeding three hundred dollars.

SEC. 5. Nothing herein shall be deemed to change, amend, modify or repeal any existing ordinance prohibiting interment in said cemetery, except in so far as may be necessary to carry the provisions hereof into effect.

SEC. 6. This ordinance shall be in full force and effect from and after its passage and publication once each week for two weeks consecutively in *The Sun*, a daily newspaper of general circulation, printed and published in the City of Indianapolis, Indiana.

Which was read first time and referred to Committee on Public Health.

By Board of Public Works:

G. O. No. 52, 1894. An ordinance authorizing the improvement of the roadway of West street, in the City of Indianapolis, Marion county, State of Indiana, from the north property line of New York street to the south property line of Washington street, by grading and paving the roadway for a width of fifty feet from curb to curb, excepting the area between the rails and tracks of the Citizens Street-railroad Company, with the best quality of standard asphalt sheet pavement, made with the best quality of standard Trinidad asphalt (commonly known as Pitch Lake asphalt, mined directly from Pitch Lake in the Island of Trinidad,) or asphalt of a equal, in all respects, or superior thereto; by putting a marginal finish at street and alley intersections and at the north end of said improvement; by curbing with new stone the gutters thereof; and paving and curbing the wings of all connecting streets and alleys between the above named points.

WHEREAS, Heretofore, to-wit: On the 18th day of May, 1894, the Board of Public Works of the City of Indianapolis, Indiana, deeming it necessary to improve West street, in the City of Indianapolis, in Marion county, State of Indiana, from the north property line of New York street to the south property line of Washington street, by grading and paving the roadway for a width of fifty feet from curb to curb, excepting the area between the rails and tracks of the Citizens Street-railroad Company, with the best quality of standard asphalt sheet pavement, made with the best quality of standard Trinidad asphalt (commonly known as Pitch Lake asphalt, mined directly from Pitch Lake in the Island of Trinidad,) or asphalt of a quality equal, in all respects, or superior thereto; by putting a marginal finish at street and alley intersections and at the north end of said improvement; by curbing with new stone the gutters thereof; and paving and curbing the wings of all connecting streets and alleys between the above named points, adopted a resolution to that effect, known and designated as Improvement Resolution No. 104, 1894; and

WHEREAS, Said Board caused the necessary specifications, profiles and drawings for said street improvement to be prepared and filed in their office, where they now are; and

WHEREAS, Said Board caused notice to be duly given of said resolution, ordering the improvement of said street, by publication thereof in *The Sun*, a daily newspaper of general circulation, printed and published in the City of Indianapolis, County of Marion, State of Indiana, once each week for two consecutive weeks, namely: on the 19th and 26th days of May, 1894; and

WHEREAS, In the opinion of said Board, said street improvement is deemed necessary and the total cost thereof shall be apportioned all as provided for in "An act concerning the incorporation and government of cities having more than one hundred thousand population according to the United States census last preceding, and matters connected therewith, and declaring an emergency," approved March 6, 1891, and in accordance with and pursuant to the provisions of all amendatory and supplemental acts thereto passed by the General Assembly of the State of Indiana; and

WHEREAS, Said Board met, according to said published notice, to-wit: in its office, room No. 5, basement Marion County Court House, Indianapolis, Indiana, at 10 o'clock A. M. on the 4th day of June, 1894, to receive or hear remonstrances from persons interested in or affected thereby, if any there should be, against the improvement of said street; and

WHEREAS, At such meeting such Board heard all remonstrances presented from persons interested in or affected by said proposed improvement, and whereas, said

Board, after duly considering such remonstrances, did, on the 6th day of June, 1894, take final action on said Improvement Resolution No. 104, 1894, confirming all their former action without modification; and

WHEREAS, Later, to-wit: on the 15th day of June, 1894, and within ten days after final action was taken by said Board on said Improvement Resolution, two-thirds of all the resident freeholders abutting on said West street, along the line of said proposed street improvement, filed with said Board their written remonstrance against such improvement, which remonstrance has been made a part of the records in the office of said Board; now therefore:

SECTION 1. Be it ordained by the Common Council of the City of Indianapolis, Indiana, That the improvement of the roadway of West street, from the north property line of New York street to the south property line of Washington street, in the City of Indianapolis, as more fully described in the preamble hereto and specifically shown by the profile and drawings now on file in the office of the Board of Public Works, as referred to therein, be and the same is hereby specifically ordered, and Improvement Resolution No. 104, 1894, of said Board, and all its other acts in relation thereto, be and the same are now hereby, in all things, approved, confirmed, adopted and specifically ordered.

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

Which was read first time and referred to Committee on Sewers, Streets and Alleys.

MISCELLANEOUS BUSINESS.

Under this order of business, Mr. Rauh (by request) offered the following:

INDIANAPOLIS, IND., June 25, 1894.

To the Common Council of the City of Indianapolis:

GENTLEMEN—The undersigned officers of the committee representing the citizens of Indianapolis, who have guaranteed the local expense for the production of the "Last Days of Pompeii," at the intersection of Sixteenth street and Central avenue, in this city, would respectfully represent to you that, since the project is altogether in the interest the city of Indianapolis, and not in the interest of individuals or corporations, that they believe it to be but just that the committee be permitted to give the production of the "Last Days of Pompeii" at the place indicated, during the month of September, 1894, without the expense of a city license for said production. We therefore petition your honorable body to pass such order as may be necessary that will empower your Comptroller to grant us the privilege prayed for.

Most respectfully submitted,

W. B. HOLTON, *Chairman.*

CHAS. F. KENNEDY, *Secretary.*

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

Also the following communication from the Consumers' Gas Trust Company was received:

INDIANAPOLIS, IND., July 2, 1894.

To the Mayor and Common Council of the City of Indianapolis:

GENTLEMEN—The undersigned trustees and directors of the Consumers' Gas Trust Company have accepted their respective offices and undertaken the duties of the same nominally for the company, in truth, for the benefit of all the people of this community. Through much tribulation the company has arisen to its fullest usefulness, meeting the most sanguine expectations of its zealous supporters in sup-

plying a large number of patrons—now thirteen thousand—with fuel for six years at a lower rate than ever furnished to the people of any city removed from the immediate vicinity of the gas field, and in paying off the large debt incurred for the construction of its great plant. All this is a special source of satisfaction to those generous and public spirited citizens who have so loyally given their money and patronage to establish and maintain to successful developement, a corporation built by and for the people.

After six years of prosperity in delivering to the people of Indianapolis the greatest physical blessing ever brought to a community, the company is approaching a crisis so serious in the judgment of the management as to call for thoughtful consideration on the part of every well meaning citizen.

To preserve a full supply of fuel gas for its patrons, the company has been obliged every year to reach out to remoter fields, drilling many wells and extending great pipe plants at very heavy cost. The limit of extension is nearly reached many of the wells are wet; nearly all show moisture when heavily drawn upon, and must be held back or risk the danger of being flooded out. Twenty-nine of our wells have reached this stage—they are flooded and valueless. The average field pressure has slowly but surely fallen off, and now stands reduced from 320 pounds original pressure to 249 pounds average pressure over the field.

The gravity of the situation can only be understood when it is known that 225 pounds pressure at the head of the main lines is absolutely necessary to force the gas to the city limits with sufficient pressure to distribute it through the low pressure city lines to the patrons, and this too when all reducing stations and district valves are wide open and every facility afforded for free circulation.

There remains now but an average of twenty-four pounds margin above the limit of low pressure. At the present annual rate of pressure reduction, and by a continuance of the present extravagant and wasteful method of consumption, this margin of twenty-four pounds will be spent or exhausted in two years. The use of pumps for artificial pressure is fraught with most serious risk of reducing the gas pressure below the water pressure and so destroying the wells.

It is the plain duty of every good citizen to co-operate to the fullest extent to preserve the supply of gas so long as it is possible to do so. It is the plain duty of the trustees and directors to sound the note of alarm, and to point out the way by which the flow of gas can be prolonged and this great source of comfort and convenience continued over the longest possible period. The present consumption of gas is without doubt fully fifty per cent. in excess of actual necessity. This profligate waste of such valuable fuel is inexcusable. If it is possible to check this extravagance the management believes the endurance of the supply may be extended several years. There is but one way to stop this reckless wastefulness and that is to require each patron to pay for just what the patron uses. No more and no less. This can only be done by the use of a meter. Experience has shown that this is the only just and equitable way of selling natural gas. The price per thousand feet should be approximately the same as charged in cities where conditions are similar.

The following are the net meter rates per thousand feet charged in other cities, viz:

Pittsburgh, Pa	22.5	cents.
Allegheny, Pa.	22.5	“
Erie, Pa.	22.5	“
Jamestown, N. Y.	21.6	“
Corry, Pa.	21.6	“
Fostoria, Ohio	20	“
Buffalo, N. Y.	25	“
Toledo, Ohio	25	“
Logansport, Ind.	20	“
Dayton, Ohio	25	“
Columbus, Ohio	20	“
Springfield, Ohio	25	“
Piqua, Ohio	25	“
Lima, Ohio	25	“
Detroit, Mich	25	“

There are still 2,600 of our citizens holding the stock of the company, the money for which went towards the building of this company's plant for the benefit of themselves and neighbors. They have never asked, nor received, nor expected, nor can they receive a cent of profit; in fact, they have not received the full payment for the interest due them on the money they have virtually loaned for the good of the general public. The time has come when the trustees and directors realize that their duty calls for protection to all concerned. The shareholder must be protected as well as the patron, and it is the intention of the management to apply the first available funds in payment on the interest and principal of the debt due the shareholder. The heavy annual expense for maintaining the supply of gas has so far prevented the return of any of the capital. While the shareholder is only to receive his principal money with eight per cent. interest per annum, he is in all honesty entitled to that much, and it is part of the duty of the management to make provision for that before the supply of gas fails—if it is possible to do so—and it is believed that every good citizen will approve of this effort.

The signers of this appeal have no personal gain in view; they are endeavoring to place before the public in plain language the truth of the situation. The Trustees and Directors have given their services at much sacrifice all these years without compensation, except for the president, who for the past three and a half years has acted as attorney for the company in all of its litigation, and has only been paid as such attorney. The Directors are willing to continue the care of this property if chosen by the Trustees to do so, but they are unwilling to go further without making known to all concerned the danger now imminent.

The Trustees and Directors feel that, in view of the fact the affairs of this company are no longer in the ascendancy, that the continuance of the supply of gas is threatened, that no artificial fuel gas has been discovered that would serve as a substitute at living prices when the natural gas fails, every effort should now be made. First, to prolong the life of the gas supply by every possible restriction of waste; and second, to settle with the shareholder who generously advanced the money with which to bring this fuel to the homes of the people. To this end we urgently appeal to the people and the City Council: First, That no special burden of taxation on the pipe lines be assessed against the company, for the reason that to this time the general public has had all the benefit and only the few have borne the burden of investment. Second, That the natural gas ordinance be so amended that all natural gas sold in the city be charged by meter measurement, at the rate of twenty cents per thousand feet for domestic consumption, and ten cents per thousand feet for manufacturing purposes; that the patrons shall pay for the meters selected by the company, that the meters shall be under the control of the company, and, when necessary, repaired at the expense of the consumer.

In anticipation of the discussion of this statement, the signers have only to say that this appeal is correct and truthful so far as their knowledge and judgment enables them to understand the situation, and they cordially invite the most thorough and critical examination thereof, and respectfully leave the result in the hands of the City Council and the people, confidently counting upon their intelligent investigation and co-operation.

T. A. MORRIS,
JOHN W. MURPHY,
JOHN H. HOLLIDAY,
JOHN M. BUTLER,
HENRY SCHNULL,
Trustees.

ROBERT N. LAMB,
ELI LILLY,
FRED FAHNLEY,
J. F. PRATT,
H. H. HANNA,
C. W. FAIRBANKS,
J. P. FRENZEL,
HENRY COBURN,
A. A. BARNES,
Directors.

Which was read and referred to Committee on Finance.

ORDINANCES ON SECOND READING.

On motion of Mr. Rauh, the following entitled ordinance was taken up and read the second time:

App. O. No. 9, 1894. An ordinance authorizing the transfer of three thousand dollars to funds other than that for which it was originally appropriated, and matters connected therewith.

On motion of Mr. Rauh, App. O. No. 9, 1894, was ordered engrossed, read the third time, and passed by the following vote:

AYES 19—viz: Messrs. Allen, Colter, Costello, Drew, Hennessy, Kaiser, Koehring, Krauss, Magel, Merritt, Murphy, Puryear, Rauh, Schmid, Shaffer, Stein, Stott, Young and President Cooper.

NAYS—None.

On motion of Mr. Drew, the following entitled ordinance was taken up and read the second time:

G. O. No. 44, 1894. An ordinance providing for the changing of the name of John street to Norman avenue, and fixing the time when the same shall take effect.

Mr. Drew moved the adoption of amendments as recommended by the committee.

Which motion prevailed.

On motion of Mr. Drew, G. O. No. 44, 1894, was ordered engrossed as amended, read the third time, and passed by the following vote:

AYES 19—viz: Messrs. Allen, Colter, Costello, Drew, Hennessy, Kaiser, Koehring, Krauss, Magel, Merritt, Murphy, Puryear, Rauh, Schmid, Shaffer, Stein, Stott, Young and President Cooper.

NAYS—None.

On motion of Mr. Merritt, the following entitled ordinance was taken up and read the second time:

G. O. No. 48, 1894. An ordinance granting E. H. Eldridge permission to erect structures within the present city fire limits.

On motion of Mr. Merritt, G. O. No. 48, 1894, was stricken from the files by the following vote:

AYES 18—viz: Messrs. Allen, Costello, Drew, Hennessy, Kaiser, Koehring, Krauss, Magel, Merritt, Murphy, Puryear, Rauh, Schmid, Shaffer, Stein, Stott, Young and President Cooper.

NAYS 1—viz: Mr. Colter.

On motion of Mr. Shaffer, the Common Council, at 8:45 o'clock P. M., adjourned.

W. H. Cooper

President.

ATTEST:

Lee Wynn

City Clerk.