

## REGULAR MEETING

Monday, February 15, 1937.  
7:30 P. M.

The Common Council of the City of Indianapolis met in the Council Chamber at the City Hall, Monday, February 15, 1937, at 7:30 p. m., in regular session. President Edward B. Raub in the chair.

The Clerk called the roll.

Present: Edward B. Raub, President, and eight members, viz: Theodore Cable, Silas J. Carr, Nannette Dowd, Adolph J. Fritz, Edward R. Kealing, William A. Oren, John A. Schumacher, Ross H. Wallace.

The reading of the Journal for the previous meeting was dispensed with on motion of Mr. Wallace, seconded by Mr. Cable.

President Raub asked if there were any taxpayers present who wished to be heard in the matter of Appropriation Ordinance No. 7 and General Ordinances No. 8 and No. 9, 1937. There was no response.

## COMMUNICATIONS FROM THE MAYOR

February 2, 1937.

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

Gentlemen:

I have today approved with my signature and delivered to Mr. Daniel J. O'Neill, Jr., City Clerk, the following ordinances:

### SPECIAL ORDINANCE NO. 1, 1937

AN ORDINANCE accepting the new offer of the United States of America to the City of Indianapolis to aid by way of grant

in financing the construction of a new service building unit on the property of the Indianapolis City Hospital, and fixing a time when the same shall take effect.

RESOLUTION NO. 1, 1937

A RESOLUTION favoring the institution of air line service by American Airlines, Inc., from Indianapolis to Fort Wayne, Indiana, and Detroit, Michigan, and authorizing the taking of steps to aid in obtaining the permission of the Interstate Commerce Commission for the maintenance of same, and making an effective date.

APPROPRIATION ORDINANCE NO. 3, 1937

AN ORDINANCE appropriating and allocating the sum of One Hundred Thirty-two Thousand Eight Hundred Twenty-one Dollars and Forty-seven Cents (\$132,821.47), received on January 6, 1937, from the State of Indiana as revenue under the Gasoline Tax, to the following departments of the City of Indianapolis, in the amounts specified, in accordance with the provisions of Section 5 of General Ordinance No. 60-1936, and fixing a time when the same shall take effect.

APPROPRIATION ORDINANCE NO 4, 1937

AN ORDINANCE appropriating the sum of One Hundred Fifty-three Dollars and Ninety Cents (\$153.90) from the 1936 balance of the Sanitary Maintenance and General Expense Fund for the use of the Department of Public Sanitation, and fixing a time when the same shall take effect.

APPROPRIATION ORDINANCE NO. 5, 1937

AN ORDINANCE appropriating the sum of Two Thousand Eighty Dollars (\$2,080.00) out of the unappropriated and unexpended December 31, 1936, balance in the General Fund of the Department of Public Parks and reallocating the same to Fund No. 13—Other Compensations, in said department, and fixing a time when the same shall take effect.

APPROPRIATION ORDINANCE NO. 6, 1937

AN ORDINANCE appropriating Five Thousand Dollars (\$5,000) from the unappropriated and unexpended 1936 balance of the Gasoline Tax fund to a certain fund in the Gamewell Division, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 4, 1937

AN ORDINANCE establishing a certain passenger and/or loading zone in the City of Indianapolis, pursuant to the provisions of section 28 of General Ordinance No. 96-1928, as amended by General Ordinance No. 31-1931, as amended by General Ordinance No. 58-1931, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 5, 1937

(As Amended)

AN ORDINANCE amending sub-section 7 of Section 476 of General Ordinance No. 121-1925, Municipal Code of Indianapolis 1925, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 10, 1937

AN ORDINANCE authorizing the sale of certain bonds designated "City of Indianapolis City Hospital Bonds of 1937—First Issue," provided for in General Ordinance No. 84—1936, and fixing a time when this ordinance shall take effect.

GENERAL ORDINANCE NO. 13, 1937

AN ORDINANCE authorizing the Board of Health to contract for the demolition of certain old buildings at the City Hospital and erecting temporary corridors, and fixing a time when the same shall take effect.

GENERAL ORDINANCE NO. 27, 1936

AN ORDINANCE repealing Section 633, 634 and 635 of General Ordinance No. 121, 1925, and fixing a time when the same shall take effect.

Very truly yours,

JOHN W. KERN,  
Mayor.

## COMMUNICATIONS FROM CITY OFFICIALS

February 6, 1937.

To the Honorable President and  
Members of the Common Council of  
the City of Indianapolis.

Gentlemen:

In re: Appropriation Ordinance  
No. 7 and General Ordina-  
nances Nos. 8 and 9, 1937.

I beg leave to report that pursuant to the laws of the State of Indiana, I caused notice by publication to be inserted in the Indianapolis News and the Indianapolis Times, on February 4, 1937, that taxpayers would have a right to be heard on the above ordinances at the regular meeting of the Common Council to be held Monday, February 15, 1937, and by posting a copy of the notice in the following places:

City Hall,  
Police Station and  
Court House.

Yours respectfully,

DANIEL J. O'NEILL, JR.  
City Clerk.

February 15, 1937.

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

Gentlemen:

In re: General Ordinance No. 15, 1937.

Submitted herewith is an ordinance transferring taxicab license No. 300 from Albert Miller to the Yellow-Way Transportation Company and application for taxicab license by the Yellow-Way Transportation Company, and we respectfully recommend the passage of this ordinance.

Respectfully submitted,

BOARD OF PUBLIC SAFETY,

BLYTHE Q. HENDRICKS,  
Executive Secretary.

February 15, 1937.

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

Gentlemen:

In re: General Ordinance No. 16, 1937.

We are submitting herewith an ordinance making a certain section of Emerson Avenue a preferential street and respectfully recommend its passage.

Respectfully submitted,

BOARD OF PUBLIC SAFETY,  
BLYTHE Q. HENDRICKS,  
Executive Secretary.

February 15, 1937.

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

Gentlemen:

We are submitting herewith General Ordinance No. 17, 1937, establishing the following "loading zones" and respectfully recommend its passage:

Constantine Casket Co., 18 ft. zone—1709 N. Meridian St.  
Indiana National Bank, 18 ft. zone—West side Virginia  
Ave. 188½ ft. southeast of Pennsylvania Street  
curb line.

Respectfully submitted,

BOARD OF PUBLIC SAFETY,  
BLYTHE Q. HENDRICKS,  
Executive Secretary.

February 11, 1937.

Mr. Edward B. Raub, Chairman,  
Common Council, City of Indianapolis.

Dear Sir:

Whereas, under a General Ordinance No. 87, the Hoosier Cab Company, Inc., the United Cab Company, Inc., The Union Cab Com-

pany and the Red Cab Company, filed schedules with the Board of Safety, of the City of Indianapolis, of rates to be charged by said Taxi companies and

Whereas, on the first day of February, 1937, said Taxi Cab Companies filed a new schedule of rates with the Board of Safety, in lieu of the former schedule heretofore filed under said ordinance, which new schedule of rates is as follows:

For the first mile and one-half ( $1\frac{1}{2}$ ), or fraction thereof, Fifteen (\$.15) Cents; and an additional Ten (\$.10) Cents for each additional mile or fraction thereof; for each three (3) minutes waiting time, Ten (\$.10) Cents; rates by the hour One Dollar and Fifty Cents (\$1.50).

The Board of Public Safety, of the City of Indianapolis, after ten days notice of said new schedule of rates has approved said schedule of rates as hereinbefore set forth. This letter is to inform the members of the Common Council, of the City of Indianapolis, of the Board of Safety's approval of said new schedule of rates.

Respectfully yours,

BOARD OF PUBLIC SAFETY,

By: THEO. H. DAMMEYER,

President.

Mrs. Dowd asked for a recess. The motion was seconded by Mr. Cable and the Council recessed at 7:35 p. m.

The Council reconvened at 8:35 p. m., with all members present.

## COMMITTEE REPORTS

Indianapolis, Ind., February 15, 1937.

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

Gentlemen:

We, your Committee on Finance, to whom was referred General Ordinance No. 7, 1937, entitled

Temporary loan in the sum of \$125,000.00 for the Board of Health beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed as amended.

ROSS H. WALLACE, Chairman.  
THEODORE CABLE.  
SILAS J. CARR.  
NANNETTE DOWD.  
ADOLPH J. FRITZ.

Indianapolis, Ind., February 15, 1937.

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

Gentlemen:

We, your Committee on Finance, to whom was referred Appropriation Ordinance No. 7, 1937, entitled

Appropriating the sum of \$10,500.00 to Sewage Disposal  
Plant—Fund 44

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

ROSS H. WALLACE, Chairman.  
THEODORE CABLE.  
SILAS J. CARR.  
NANNETTE DOWD.  
ADOLPH J. FRITZ.

Indianapolis, Ind., February 15, 1937.

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

Gentlemen:

We, your Committee on Public Safety, to whom was referred General Ordinance No. 8, 1937, entitled

Transfer—Police Dept.—\$2131.09

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

SILAS J. CARR, Chairman.  
NANNETTE DOWD.  
ROSS H. WALLACE.

Indianapolis, Ind., February 15, 1937.

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

Gentlemen:

We, your Committee on Public Safety, to whom was referred  
General Ordinance No. 9, 1937, entitled

Transfer—salary for Criminal Investigator

beg leave to report that we have had said ordinance under considera-  
tion, and recommend that the same be passed.

SILAS J. CARR, Chairman.  
NANNETTE DOWD.  
ROSS H. WALLACE.  
WM. A. OREN.  
JOHN A. SCHUMACHER

Indianapolis, Ind., February 15, 1937.

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

Gentlemen:

We, your Committee on Public Safety, to whom was referred  
General Ordinance No. 11, 1937, entitled

Switch permit

beg leave to report that we have had said ordinance under considera-  
tion, and recommend that the same be passed.

SILAS J. CARR, Chairman  
NANNETTE DOWD.  
ROSS H. WALLACE.

Indianapolis, Ind., February 15, 1937.

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

Gentlemen:

We, your Committee on Public Safety, to whom was referred  
General Ordinance No. 74, 1936, entitled



Salary increase for policemen and firemen

beg leave to report that we have had said ordinance under consideration, and recommend that the same be stricken from the files.

SILAS J. CARR, Chairman.  
NANNETTE DOWD.  
ROSS H. WALLACE.

Indianapolis, Ind., February 15, 1937.

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

Gentlemen:

We, your Committee on Public Health and Charities, to whom was referred General Ordinance No. 12, 1937, entitled

Canned goods for City Hospital

beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

ADOLPH J. FRITZ, Chairman.  
THEODORE CABLE.  
NANNETTE DOWD.  
WM. A. OREN.  
EDWARD R. KEALING.

INTRODUCTION OF GENERAL ORDINANCES

By Mr. Wallace:

GENERAL ORDINANCE NO. 14, 1937

AN ORDINANCE dividing the City of Indianapolis into twenty-four (24) wards, defining the boundaries thereof, repealing all ordinances and parts of ordinances 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. That the City of Indianapolis be and the same is divided into twenty-four (24) wards, and the numbers and boundaries thereon, shall be as follows:

FIRST WARD. Beginning at the intersection of the south property line of 38th Street and the center line of Temple Avenue; thence south on and along the center line of Temple Avenue to the center line of 34th Street; thence southwardly on and along the west property line of George Washington Park to the center line of 30th Street; thence west on and along the center line of 30th Street to the center line of Temple Avenue; thence south on and along the center line of Temple Avenue to the center line of 28th Street; thence east on and along the center line of 28th Street to the center line of Wheeler Street; thence south on and along the center line of Wheeler Street to the center line of 23rd Street; thence west on and along the center line of 23rd Street to the center line of Glenn Drive; thence westwardly on and along the center line of Glenn Drive to the center line of Keystone Avenue; thence south on and along the center line of Keystone Avenue to the center line of the Belt Railroad; thence west on and along the center line of the Belt Railroad to the center line of Caroline Street; thence south on and along the center line of Caroline Street to the center line of Roosevelt Avenue; thence southwestwardly on and along the center line of Roosevelt Avenue to the center line of Valley Avenue; thence eastwardly on and along the center line of Valley Avenue to the center line of Massachusetts Avenue; thence northeast on and along the center line of Massachusetts Avenue to the center line of Emerson Avenue; thence north on and along the center line of Emerson Avenue to the south property line of 38th Street; thence west on and along the south property line of 38th Street to the center line of Temple Avenue, the point or place of beginning, shall constitute the First Ward.

SECOND WARD. Beginning at the intersection of the center line of East Tenth Street and Emerson Avenue; thence north along the center line of Emerson Avenue to the north property line of Twenty-first Street; thence west along the north property line of Twenty-first Street to the center line of Riley Avenue; thence north along the center line of Riley Avenue and the production of the center line to the north right-of-way line of the Cleveland, Cincinnati, Chicago & St. Louis Railway; thence southwest along the north right-of-way line of said railroad to the center line of DeQuincy Street; thence north along the center-line of DeQuincy Street to the center line of Twenty-third Street; thence west along the center line of Twenty-third Street to the center line of Linwood Avenue; thence south along the center line of Linwood

Avenue to the north right-of-way line of the Cleveland, Cincinnati, Chicago & St. Louis Railway; thence southwest along the north right-of-way line of said railroad to the east right-of-way line of the Indianapolis Union Railway; thence northeast along the east right-of-way line of said railroad to the southeast property line of Massachusetts Avenue; thence northeast along the southeast property line of Massachusetts Avenue to the center line of Twenty-fifth Street; thence east along the center line of Twenty-fifth Street to the center line of Drexel Avenue; thence north along the center-line of Drexel Avenue to the southeast property line of Massachusetts Avenue; thence southwest along the southeast property line of Massachusetts Avenue to the center line of Tenth Street; thence east along the center line of Tenth Street to the center line of Emerson Avenue, the point or place of beginning, shall constitute the Second Ward.

**THIRD WARD.** Beginning at the intersection of the center-line of Alabama Street and the center line of Fall Creek; thence in a northeastwardly direction along the center-line of Fall Creek to the center-line of Thirty-eighth Street produced east; thence east along the production of the center-line of Thirty-eighth Street to the center-line of the Nickle Plate Railroad; thence south along the center-line of the Nickel Plate Railroad to the center-line of Fifteenth Street; thence west along the center-line of Fifteenth Street to the center-line of Central Avenue; thence north along the center-line of Central Avenue to the center-line of Fifteenth Street; thence west along the center-line of Fifteenth Street to the center-line of Alabama Street; thence north along the center-line of Alabama Street to the center-line of Fall Creek, the point or place of beginning, shall constitute the Third Ward.

**FOURTH WARD.** Beginning at the intersection of the center-lines of Thirty-eighth Street and Meridian Street; thence east along the center-line of Thirty-eighth Street to the center-line of Fall Creek; thence in a southwestwardly direction along the center-line of Fall Creek to the center line of Meridian Street; thence north along the center-line of Meridian Street to the center-line of Thirty-eighth Street, the point or place of beginning, shall constitute the Fourth Ward.

**FIFTH WARD.** Beginning at the intersection of the center-lines of Thirty-eighth Street and Northwestern Avenue; thence east along the center-line of Thirty-eighth Street to the center-line of Meridian Street; thence south along the center-

line of Meridian Street to the center-line of Fall Creek; thence in a southwestwardly direction along the center-line of Fall Creek to the center-line of Northwestern Avenue; thence northwestwardly along the center-line of Northwestern Avenue to the center-line of Thirty-eighth Street, the point or place of beginning, shall constitute the Fifth Ward.

**SIXTH WARD.** Beginning at the intersection of the center-lines of Thirty-eighth Street and Northwestern Avenue; thence west along the center-line of Thirty-eighth Street and the production of the said center-line to the west line of Center Township; thence south along the west line of Center Township to the center-line of White River; thence southeastwardly following the meanderings of the center-line of White River to the center-line of Fall Creek; thence in a general northeastwardly direction following the meanderings of the center-line of Fall Creek to the center-line of Northwestern Avenue; thence northwestwardly along the center-line of Northwestern Avenue to the center-line of Thirty-eighth Street, the point or place of beginning, shall constitute the Sixth Ward.

**SEVENTH WARD.** Beginning at the intersection of the center-line of Northwestern Avenue and the center-line of Fall Creek; thence in a general northeastwardly direction along the center-line of Fall Creek to the center-line of Alabama Street; thence south along the center-line of Alabama Street to the center-line of Sixteenth Street; thence west along the center-line of Sixteenth Street to the center-line of Capitol Avenue; thence south along the center-line of Capitol Avenue to the center-line of Ninth Street; thence west along the center-line of Ninth Street to the center-line of West Street; thence northwest along the center-line of West Street to the center-line of Tenth Street; thence west along the center-line of Tenth Street to the center-line of Indiana Avenue; thence northwest along the center-line of Indiana Avenue to the center-line of Fall Creek; thence in a general northeastwardly direction along the center-line of Fall Creek to the center-line of Northwestern Avenue, the point or place of beginning, shall constitute the Seventh Ward.

**EIGHTH WARD.** Beginning at the intersection of the center-line of Sixteenth Street and Capitol Avenue; thence east along the center-line of Sixteenth Street to the center-line of Alabama Street; thence south along the center-line of Alabama Street to the center-line of Fifteenth Street; thence east along the center-line of Fifteenth Street to the center-line of Central Avenue; thence south along the center-line of Cen-

tral Avenue to the center-line of Fifteenth Street; thence east along the center-line of Fifteenth Street to the center-line of Cornell Avenue; thence south along the center-line of Cornell Avenue to the southeast property line of Massachusetts Avenue; thence northeast along the southeast property line of Massachusetts Avenue to the center-line of the Nickel Plate Railroad; thence south along the center-line of the Nickel Plate Railroad to the center-line of St. Clair Street; thence west along the center-line of St. Clair Street to the center-line of Pennsylvania Street; thence north along the center-line of Pennsylvania Street to the center-line of Ninth Street; thence west along the center-line of Ninth Street to the center-line of Capitol Avenue; thence north along the center-line of Capitol Avenue to the center-line of Sixteenth Street, the point or place of beginning, shall constitute the Eighth Ward.

NINTH WARD. Beginning at the intersection of the center-lines of Oakland Avenue and Tenth Street; thence east along the center-line of Tenth Street to the center-line of Emerson Avenue; thence south along the center-line of Emerson Avenue to the south property line of Prospect Street; thence west along the south property line of Prospect Street to the center-line of Sherman Drive; thence north along the center-line of Sherman Drive to the center-line of English Avenue; thence west along the center-line of English Avenue to the center-line of the Indianapolis Union Railway; thence north along the center-line of the Indianapolis Union Railway to the center-line of Washington Street; thence west along the center-line of Washington Street to the center-line of Oakland Avenue; thence north along the center-line of Oakland Avenue to the center-line of Michigan Street; thence east along the center-line of Michigan Street to the center-line of Oakland Avenue; thence north along the center-line of Oakland Avenue to the center-line of Tenth Street, the point or place of beginning, shall constitute the Ninth Ward.

TENTH WARD. Beginning at the intersection of the center-line of Tenth Street and the center-line of the Nickel Plate Railroad; thence east along the center-line of Tenth Street to the center-line of Oakland Avenue; thence south along the center-line of Oakland Avenue to the center-line of Michigan Street; thence west along the center-line of Michigan Street to the center-line of Oakland Avenue; thence south along the center-line of Oakland Avenue to the center-line of Washington Street; thence west along the center-line of Washington Street to the center-line of Pine Street; thence north along

the center-line of Pine Street to the center-line of St. Clair Street; thence east along the center-line of St. Clair Street to the center-line of the Nickel Plate Railroad; thence north along the center-line of the Nickel Plate Railroad to the center-line of Tenth Street, the point or place of beginning, excepting that territory comprising the Town of Woodruff Place, Incorporated, shall constitute the Tenth Ward.

ELEVENTH WARD. Beginning at the intersection of the center-lines of West Street and Washington Street; thence east along the center-line of Washington Street to the center-line of Pine Street; thence north along the center-line of Pine Street to the center-line of St. Clair Street; thence west along the center-line of St. Clair Street to the center-line of Pennsylvania Street; thence north along the center-line of Pennsylvania Street to the center-line of Ninth Street; thence west along the center-line of Ninth Street to the center-line of West Street; thence southwardly along the center-line of West Street to the center-line of Washington Street, the point or place of beginning, shall constitute the Eleventh Ward.

TWELFTH WARD. Beginning at the intersection of the center-line of Belmont Avenue and the center-line of the Cleveland, Cincinnati, Chicago & St. Louis Railway (St. Louis Division); thence eastwardly along the center-line of the said railroad to the center-line of White River; thence northwardly along the center-line of White River to the center-line of Washington Street; thence east along the center-line of Washington Street to the center-line of West Street; thence northwardly along the center-line of West Street to the center-line of Tenth Street; thence west along the center-line of Tenth Street to the center-line of Indiana Avenue; thence northwest along the center-line of Indiana Avenue to the center-line of Fall Creek; thence westwardly following the meanderings of the centerline of Fall Creek to the center-line of White River; thence in a northwestwardly direction following the meanderings of the center-line of White River to the center-line of Belmont Avenue; thence south along the center-line of Belmont Avenue to the center-line of the Cleveland, Cincinnati, Chicago & St. Louis Railway, the point or place of beginning, shall constitute the Twelfth Ward.

THIRTEENTH WARD. Beginning at the intersection of the center-lines of Prospect Street and Shelby Street; thence west along the center-line of Prospect Street to the center-line of Madison Avenue; thence northwestwardly along the center-

line of Madison Avenue to the center-line of Ray Street; thence west along the center-line of Ray Street to the center-line of White River; thence in a southwardly direction following the meanderings of the center-line of the present channel of White River to a point one hundred seventy-five (175) feet south of the center-line of Southern Avenue; thence east on a line one hundred seventy-five (175) feet south of the center-line of Southern Avenue to the center-line of Capitol Avenue; thence south along the center-line of Capitol Avenue to a point one hundred eighty-three and five tenths (183.5) feet south of Southern Avenue; thence east on a line one hundred eighty-three and five tenths (183.5) feet south of Southern Avenue to the center-line of Meridian Street; thence north along the center-line of Meridian Street to the center-line of Southern Avenue; thence east along the center-line of Southern Avenue to the east right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (Louisville Division); thence northwestwardly along the east right-of-way line of the said railroad to the south right-of-way line of the Indianapolis Union Railway; thence east along the south right-of-way line of said railroad to the center-line of East Street; thence north along the center-line of East Street to the center-line of Minnesota Street; thence east along the center-line of Minnesota Street to the center-line of Ringgold Street; thence south along the center-line of Ringgold Street to the center-line of Pleasant Run; thence northeastwardly along the center-line of Pleasant Run to the center-line of Shelby Street; thence north along the center-line of Shelby Street to the center-line of Prospect Street, the point or place of beginning, shall constitute the Thirteenth Ward.

FOURTEENTH WARD. Beginning at the intersection of the center-line of Belmont Avenue and the center-line of the Cleveland, Cincinnati, Chicago & St. Louis Railway (St. Louis Division); thence south along the center-line of Belmont Avenue to the north right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (Vandalia Division); thence northeast along the north property line of said railroad to the east property line of Belmont Avenue; thence southeast along the east property line of Belmont Avenue and the production of the said east property line to a point three hundred seventy-nine (379) feet south of the center-line of Raymond Street; thence west and three hundred seventy-nine (379) feet south of the center-line of Raymond Street to the west line of section twenty-two (22), township fifteen (15) north, range three (3) east; thence south along the west lines of section twenty-

two (22) and twenty-seven (27), township fifteen (15) north, range three (3) east to the center-line of White River; thence north and northeastwardly following the meandering of the center-line of White River to the center-line of the Cleveland, Cincinnati, Chicago & St. Louis Railway (St. Louis Division); thence west along the center-line of the Cleveland, Cincinnati, Chicago & St. Louis Railway (St. Louis Division) to the center-line of Belmont Avenue, the point or place of beginning, shall constitute the Fourteenth Ward.

FIFTEENTH WARD. Beginning at the intersection of the center-line of White River and the center-line of Washington Street; thence east along the center-line of Washington Street to the center line of Cruse Street; thence south along the center-line of Cruse Street to the center-line of Maryland Street; thence east along the center-line of Maryland Street to the center-line of Shelby Street; thence south along the center-line of Shelby Street to the center-line of Prospect Street; thence west along the center-line of Prospect Street to the center line of Madison Avenue; thence northwest along the center-line of Madison Avenue to the center-line of Ray Street; thence west along the center-line of Ray Street to the center-line of White River; thence northwardly along the center-line of White River to the center-line of Washington Street, the point or place of beginning, shall constitute the Fifteenth Ward.

SIXTEENTH WARD. Beginning at the intersection of the center-lines of Washington Street and Cruse Street; thence east along the center-line of Washington Street to the center-line of the Indianapolis Union Railway; thence south along the center-line of the Indianapolis Union Railway to the center-line of English Avenue; thence east along the centerline of English Avenue to the center-line of Sherman Drive; thence south along the center-line of Sherman Drive to the center-line of Prospect Street; thence west along the center-line of Prospect Street to the center-line of Pleasant Run; thence in a southwestwardly direction following the meanderings of the center-line of Pleasant Run to the center-line of Shelby Street; thence north along the center-line of Shelby Street to the center-line of Maryland Street; thence west along the center-line of Maryland Street to the center-line of Cruse Street; thence north along the center-line of Cruse Street to the center-line of Washington Street, the point or place of beginning, shall constitute the Sixteenth Ward.



SEVENTEENTH WARD. Beginning at the intersection of the center-lines of Minnesota Street and East Street; thence south along the centerline of East Street to the south right-of-way line of the Indianapolis Union Railway; thence west along the south right-of-way line of the said railroad to the east right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (Louisville Division); thence southeast along the east right-of-way line of the said railroad to the center-line of Troy Avenue; thence east along the center-line of Troy Avenue to the center-line of Dietz Street; thence north along the center-line of Dietz Street and the production of the said center-line to the center-line of Southern Avenue; thence west along the center-line of Southern Avenue to the center-line of State Street; thence north along the center-line of State Street to the center-line of Walker Avenue; thence southeast and east along the center-line of Walker Avenue to the center-line of Churchman Avenue; thence northwest along the center-line of Churchman Avenue to the center-line of Raymond Street; thence east along the center-line of Raymond Street to the center-line of Canby Street; thence north along the center-line of Canby Street to the center-line of Bethel Avenue; thence southeast along the center-line of Bethel Avenue to the center-line of Reformers Avenue; thence east along the center-line of Reformers Avenue to the center-line of LaSalle Street; thence north along the center-line of LaSalle Street to the center-line of Minnesota Street; thence east along the center-line of Minnesota Street to the center-line of Sherman Drive; thence north along the center-line of Sherman Drive to the center-line of Prospect Street; thence west along the center-line of Prospect Street to the center-line of Pleasant Run; thence in a southwestwardly direction along the center-line of Pleasant Run to the center-line of Ringgold Street; thence north along the center-line of Ringgold Street to the center-line of Minnesota Street; thence west along the center-line of Minnesota Street to the center-line of East Street, the point or place of beginning, shall constitute the Seventeenth Ward.

EIGHTEENTH WARD. Beginning at the intersection of the center-lines of Huron Avenue and Emerson Avenue; thence east along the center-line of Huron Avenue to the center-line of Whittier Place; thence north along the center-line of Whittier Place to the center-line of Brookville Road; thence southeast along the center-line of Brookville Road to a point three hundred fifteen (315) feet east of the center-line of Arlington Avenue; thence north and three hundred fifteen (315) feet east of the center-line of Arlington Avenue to the production of the

center-line of English Avenue; thence east along the production of the center-line of English Avenue to a point one hundred forty (140) feet east of the east property line of Sheridan Avenue; thence north along a line one hundred forty (140) feet east of the east property line of Sheridan Avenue to the north right-of-way line of the Pittsburgh, Cincinnati, Chicago, & St. Louis Railway; thence east along the north right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway to the center-line of Edmonson Avenue; thence north along the center-line of Edmonson Avenue to the south line of the northeast quarter of Section Two (2) township fifteen (15) north, range four (4) east; thence west along the said quarter section line to the center of section two (2), township fifteen (15) north, range four (4) east; thence north along the west line of said northeast quarter section to the center-line of East Tenth Street; thence west along the center-line of East Tenth Street three hundred ninety-four and two tenths (394.2) feet; thence south to the south property line of East Tenth Street; thence south forty-seven (47) degrees forty-five (45) minutes east one hundred ninety-four (194) feet to a point; thence south two hundred thirty-three (233) feet to a point; thence west ten hundred eighty and eight tenths (1080.8) feet to the east property line of Anderson Street; thence north along the east property line of Anderson Street to the center-line of Tenth Street; thence west along the center-line of Tenth Street to a point one hundred fifty (150) feet east of the center-line of Arlington Avenue; thence north on a line one hundred fifty (150) feet east of the center-line of Arlington Avenue one hundred fifty (150) feet to a point; thence west on a line one hundred fifty (150) feet north of the center-line of Tenth Street to a point one hundred forty-six and twenty-seven hundredths (146.27) feet east of the east property line of Hawthorne Lane; thence north on a line one hundred forty-six and twenty-seventh hundredths (146.27) feet east of the east property line of Hawthorne Lane to a point two hundred seventy-six and six tenths (276.6) feet north of the north property line of Eleventh Street; thence west on a line two hundred seventy-six and six tenths (276.6) feet north of the north property line of Eleventh Street to the center-line of Emerson Avenue; thence south along the center-line of Emerson Avenue to the center-line of Huron Avenue, the point or place of beginning, shall constitute the Eighteenth Ward.

NINETEENTH WARD. Beginning at the intersection of the center-line of the Baltimore and Ohio Railroad and the center-line of Belmont Avenue; thence northwestwardly on and along the center-line of said railroad to the center-line of the

production of the center-line of King Avenue produced north; thence south on and along the production of the said center-line and the center-line of King Avenue to the center-line of Vermont Street; thence west on and along the center-line of Vermont Street to the center-line of Goodlet Avenue; thence north on and along the center-line of Goodlet Avenue and the center-line of Goodlet Avenue produced north to the center-line of the Baltimore and Ohio Railroad; thence northwestwardly on and along the center-line of said railroad to the center-line of Tibbs Avenue; thence south on and along the center-line of Tibbs Avenue to the center-line of Vermont Street; thence west on and along the center-line of Vermont Street to the center-line of Little Eagle Creek; thence northwestwardly following the meanderings of the said creek to the center-line of Olin Avenue; thence northwardly following the center-line of Olin Avenue to the north property line of Sixteenth Street; thence east on and along the north property line of Sixteenth Street to the center-line of Goodlet Avenue; thence north on and along the center-line of Goodlet Avenue to the center-line of Eighteenth Street (first street north of Sixteenth Street); thence east on and along the center-line of Eighteenth Street to the center-line of Goodlet Avenue; thence north on and along the center-line of Goodlet Avenue to the center-line of Nineteenth Street; thence east on and along the center-line of Nineteenth Street to the center-line of Kessler Boulevard; thence north on and along the center-line of Kessler Boulevard to the center-line of Twentieth Street; thence east on and along the center-line of Twentieth Street to the center-line of Rowland Avenue; thence south on and along the center-line of Rowland Avenue to the center-line of Twentieth Street; thence east on and along the center-line of Twentieth Street to a point one hundred sixty-four (164) feet east of the center-line of Rowland Avenue; thence south and one hundred sixty-four (164) feet east of the center-line of Rowland Avenue seven hundred seventy-one and two tenths (771.2) feet; thence east on a line and seven hundred seventy-one and two tenths (771.2) feet south of the center-line of Twentieth Street and the said line produced east (north line of Whitney Street) to the center-line of the Lafayette Road; thence northwestwardly on and along the center-line of the Lafayette Road to the west property line of Cold Spring Road; thence northwardly on and along the west property line of the Cold Spring Road to the north line of Wayne Township (center-line of 38th Street); thence east on and along the north line of Wayne Township to the east line of the said Township (center-line of Belmont

Avenue produced north); thence south on along the center-line of Belmont Avenue produced and the center-line of Belmont Avenue to the center-line of the Baltimore and Ohio Railroad, the point or place of beginning, shall constitute the Nineteenth Ward.

TWENTIETH WARD. Beginning at the intersection of the center-lines of Northwestern Avenue and Thirty-eighth Street; thence northwest along the center-line of Northwestern Avenue to the north property line of Forty-second Street; thence, northeastwardly along the north property line of Forty-second Street to the east line of Shooters Hill, Inc.; thence north along the east line of the said Shooters Hill, Inc., to the south bank of the Indianapolis Water Company Canal; thence northeastwardly along the south bank of the said canal to the center-line of Forty-fourth Street produced west; thence east along the production of and the center-line of Forty-fourth Street to the center-line of Sunset Avenue; thence north along the center-line of Sunset Avenue to the center-line of Blue Ridge Road; thence east along the center-line of Blue Ridge Road to the center-line of Illinois Street; thence north along the center-line of Illinois Street to the center-line of Forty-ninth Street; thence east along the center-line of Forty-ninth Street to the center-line of Central Avenue; thence south along the center-line of Central Avenue to the center-line of Forty-sixth Street; thence east along the center-line of Forty-sixth Street to the center-line of Keystone Avenue; thence south along the center-line of Keystone Avenue to the north property line of the Allisonville Road; thence southwestwardly along the north property line of the Allisonville Road to the center-line of the bridge over Fall Creek (north of Thirty-eighth Street); thence southeastwardly along the center-line of said bridge and the production of the said center-line to the east right-of-way line of the Nickel Plate Railroad; thence northeastwardly along the east right-of-way line of the said railroad to the south property line of the Millersville Road; thence eastwardly along the south property line of the Millersville Road to the center-line of the first alley east of Eastern Avenue; thence south along the center-line of said alley to the center-line of Thirty-eighth Street; thence west along the center-line of Thirty-eighth Street and the production of the said center-line and the said center-line to the center-line of Northwestern Avenue, the point or place of beginning, shall constitute the Twentieth Ward.

TWENTY-FIRST WARD. Beginning at the intersection of the center-lines of Central Avenue and Forty-ninth Street;

thence west along the center-line of Forty-ninth Street to the center-line of Illinois Street; thence south along the center-line of Illinois Street to the center-line of Blue Ridge Road; thence west along the center-line of Blue Ridge Road to the center-line of Sunset Avenue; thence south along the center-line of Sunset Avenue to the center-line of Forty-fourth Street; thence west along the center-line of Forty-fourth Street and the production of the said center-line to the east bank of the Indianapolis Water Company Canal; thence northeastwardly along the east bank of the said Canal to the center-line of Sixty-first Street; thence west along the center-line of Sixty-first Street to the east property line of Riverview Drive; thence south along the east property line of Riverview Drive to the north property line of the Spring Mill Road; thence westwardly along the north property line of the Spring Mill Road to the east bank of White River; thence northeastwardly along the east bank of White River to the south line of section thirty-five (35), township seventeen (17) north, range three (3) east; thence west along the south line of said section to the east property line of the Spring Mill Road; thence north along the east property line of the Spring Mill Road to the south property line of Sixty-fourth Street; thence east along the south property line of Sixty-fourth Street to the east bank of White River; thence northeastwardly along the east bank of White River to the production of the center-line of Pennsylvania Street west of White River; thence northwest and north along the production of and the center-line of Pennsylvania Street to the center-line of Seventy-first Street; thence east along the center-line of Seventy-first Street two hundred ninety-five and twenty-two hundredths (295.22) feet to a point; thence south along a line two hundred ninety-five and twenty-two hundredths (295.22) feet east of the center-line of Pennsylvania Street two hundred thirty (230) feet to a point; thence east and two hundred thirty (230) feet south of the center-line of Seventy-first Street three hundred seventy-eight and seventy-eight hundredths (378.78) feet to a point in the center-line of Washington Boulevard; thence south along the center-line of Washington Boulevard thirty-five (35) feet to a point; thence east and two hundred sixty-five (265) feet south of the center-line of Seventy-first Street two hundred sixty-two and two tenths (262.2) feet to a point; thence north twenty-two (22) feet; thence east eighty-five (85) feet; thence north two hundred forty-three (243) feet to a point in the center-line of Seventy-first Street; thence east along the center-line of Seventy-first Street to the east property line of College Avenue; thence south along the

east property line of College Avenue to the south bank of White River; thence eastwardly, southeastwardly and south-westwardly following the meanderings of the south bank of said river to a point two hundred fifty-five and fourteen hundredths (255.14) feet northeastwardly from the crest of the dam across White River north of Sixty-third Street; thence south fifty-five (55) degrees fifty-nine (59) minutes east three hundred six and eighty-two hundredths (306.82) feet to a point in the east bank of White River; thence continuing south fifty-five (55) degrees fifty-nine (59) minutes east fifteen hundred fifty-three (1553) feet to a point; thence north thirty-six degrees (36) twenty-five (25) minutes east one hundred (100) feet to a point; thence north twenty-eight (28) degrees fifty minutes (50) east to the intersection of the south line of the north half of the southeast quarter of section thirty-six (36) township seventeen (17) north, range three (3) east; thence east along the said south line to the low water mark on the east bank of White River; thence southwestwardly following the meanderings of the east bank of White River to the intersection of the production of the center-line of Indianola Avenue produced north; thence south along the production of the center-line of Indianola Avenue to the north property line of Sixty-third Street; thence southeastwardly and eastwardly along the north property line of Sixty-third Street to the center-line of Evanston Avenue; thence south along the center-line of Evanston Avenue to a point fifty (50) feet south of the center-line of Kessler Boulevard (Fifty-ninth Street); thence west on a line fifty (50) feet south of the said center-line to the east right-of-way line of the Monon Railroad; thence south along the east right-of-way line of the Monon Railroad to the center-line of Fifty-second Street; thence east along the center-line of Fifty-second Street to the center-line of Keystone Avenue; thence south along the center-line of Keystone Avenue to a point two hundred (200) feet north of the center-line of Forty-sixth Street; thence east and two hundred (200) feet north of the center-line of Forty-sixth Street seven hundred thirteen and five tenths (713.5) feet to a point; thence southwestwardly two hundred six (206) feet to a point in the center-line of Forty-sixth Street; thence west along the center-line of Forty-sixth Street to the center-line of Central Avenue; thence north along the center-line of Central Avenue to the center-line of Forty-ninth Street, the point or place of beginning, shall constitute the Twenty-first Ward.

TWENTY-SECOND WARD. Beginning at the intersection of the center-line of Troy Avenue with the west property

line of Shelby Street; thence south along the west property line of Shelby Street to the center-line of Hanna Avenue; thence west along the center-line of Hanna Avenue to the center-line of Madison Avenue; thence southeast along the center-line of Madison Avenue to the center-line of Moffitt Street; thence east along the center-line of Moffitt Street to the center-line of State Street produced south; thence north on the production of the center-line of State Street and the center-line of State Street to the center-line of Hanna Avenue; thence west along the center-line of Hanna Avenue to the east property line of Shelby Street; thence north along the east property line of Shelby Street to the center-line of the first alley south of Martin Street; thence east along the center-line of the said alley to the center-line of State Street; thence north along the center-line of State Street and the production of the said center-line to the center-line of Troy Avenue; thence west along the center-line of Troy Avenue to the west property line of Shelby Street, the point or place of beginning, shall constitute the Twenty-second Ward.

TWENTY-THIRD WARD. Beginning at the intersection of the south property line of Thirty-eighth Street and the center-line of Temple Avenue; thence south on and along the center-line of Temple Avenue to the center-line of Thirty-fourth Street; thence southwardly on and along the west property line of George Washington Park to the center-line of Thirtieth Street; thence west on and along the center-line of Thirtieth Street to the center-line of Temple Avenue; thence south on and along the center-line of Temple Avenue to the center-line of Twenty-eighth Street; thence east on and along the center-line of Twenty-eighth Street to the center-line of Wheeler Street; thence south on and along the center-line of Wheeler Street to the center-line of Twenty-third Street; thence west on and along the center-line of Twenty-third Street to the center-line of Glenn Drive; thence westwardly on and along the center line of Glenn Drive to the center-line of Keystone Avenue; thence south on and along the center-line of Keystone Avenue to the center-line of the Belt Railroad; thence west on and along the center-line of the Belt Railroad to the center-line of Caroline Street; thence south on and along the center-line of Caroline Street to the center-line of Roosevelt Avenue; thence southwestwardly on and along the center-line of Roosevelt Avenue to the center-line of Valley Avenue; thence eastwardly on and along the center-line of Valley Avenue to the center-line of Massachusetts Avenue; thence southwestwardly on and along the center-line of Massachusetts Avenue to the

center-line of Cornell Avenue; thence north on and along the center-line of Cornell Avenue to the center-line of Fifteenth Street; thence east on and along the center-line of Fifteenth Street to the center-line of the Nickel Plate Railroad; thence north on and along the center-line of the Nickel Plate Railroad to the south property line of Thirty-eighth Street; thence east on and along the south property line of Thirty-eighth Street to the center of Temple Avenue, the point or place of beginning, shall constitute the Twenty-third Ward.

**TWENTY-FOURTH WARD.** Beginning at the intersection of the center-line of Belmont Avenue with the north right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad (Vandalia Division); thence southwest on and along the north right-of-way line of said railroad to the center-line of Raymond Street; thence west on and along the center-line of Raymond Street to the west line of the east half of the southeast quarter of section sixteen (16) township fifteen (15) north range three (3) east; thence north on and along the said line to the southwest bank of Big Eagle Creek; thence northwestwardly following the meanderings of the southwest bank of said creek to the south right-of-way line of the Indiana Railroad, Inc. (Traction Company); thence southwestwardly on and along the south right-of-way line of said railroad to the center-line of Tibbs Avenue; thence north and northwestwardly on and along the center-line of Tibbs Avenue to the center-line of Washington Street; thence eastwardly on and along the center-line of Washington Street fifteen and five tenths (15.5) feet to a point; thence northwardly two hundred sixty-nine (269) feet more or less to a point on the southwest boundary of Salem Park Addition; thence northwestwardly on and along the southwest boundary of Salem Park Addition to the center-line of Market Street; thence east on and along the center-line of Market Street and the said center-line produced east to the center-line of the production line of Tibbs Avenue; thence north on and along the production of the center line of Tibbs Avenue and the center-line of Tibbs Avenue to the center-line of the Baltimore and Ohio Railroad; thence southeastwardly on and along the center-line of said railroad to the center-line of Goodlet Avenue produced north; thence south on and along the center-line of Goodlet Avenue produced north and the center-line of Goodlet Avenue to the center-line of Vermont Street; thence east on and along the center-line of Vermont Street to the center-line of King Avenue; thence north on and along the center-line of King Avenue and said center-line produced north to the center-line of the Baltimore and Ohio Railroad;



thence southeastwardly on and along the center-line of the said railroad to the center-line of Belmont Avenue; thence south on and along the center-line of Belmont Avenue to the north right-of-way line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad, being the point or place of beginning, shall constitute the boundary of the Twenty-fourth Ward.

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

Section 3. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

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

By the Board of Public Safety:

GENERAL ORDINANCE NO. 15, 1937

AN ORDINANCE ratifying and approving the action of the Board of Public Safety in approving the transfer of and application for a certain taxicab license, and fixing a time when the same shall take effect.

WHEREAS, the Board of Public Safety of the City of Indianapolis has approved the transfer of taxicab license No. 300 from Albert Miller to the Yellow-Way Transportation Company; and

WHEREAS, The Board of Public Safety of said city has approved the application of the Yellow-Way Transportation Company for a taxicab license; NOW, THEREFORE,

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the action of the Board of Public Safety of the City of Indianapolis, at its meeting on February 9, 1937, in transferring taxicab license No. 300 from Albert Miller to the Yellow-Way Transportation Company, be and it is hereby in all things approved, ratified and confirmed.

Section 2. That the action of the Board of Public Safety of said city, at its meeting on February 9, 1937, in approving the application of the Yellow-Way Transportation Company for a taxicab license, be and it hereby is in all things approved, ratified and confirmed.

Section 3. This ordinance shall be in full force and effect from and after its passage and approval by the Mayor.

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

By the Board of Public Safety:

GENERAL ORDINANCE NO. 16, 1937

AN ORDINANCE establishing Emerson Avenue, from the south curb line of East New York Street to the north curb line of English Avenue, as a preferential street over intersecting streets, except East Washington Street, supplementing certain other preferential streets heretofore established by General Ordinance No. 78-1932, providing that the operator of a vehicle shall come to a full stop before entering upon said street, providing for the maintenance of appropriate signs at the intersections with cross streets, providing a penalty for the violation thereof, and fixing a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the following street in the City of Indianapolis is hereby declared to constitute a "thru" or preferential street, except as to East Washington Street, for the purpose of this ordinance, supplementing the streets and parts of streets heretofore constituted as "thru" or preferential streets heretofore established by General Ordinance No. 78-1932, to-wit:

Emerson Avenue, from south curb line of East New York Street to north curb line of English Avenue.

Section 2. The above named street is hereby declared to be a "thru" or preferential street, except as to East Washington Street, for the purpose of regulating traffic upon or crossing the same, and every operator of a vehicle, street car or other conveyance traveling upon any street or roadway, except East Washington Street, intersecting said "thru" street above designated, shall bring the same to a full, complete stop at the place where said intersecting street meets the prolongation of the nearest property line of said "thru" street, subject, however, to the direction of any official traffic control sign or signal or the direction of any police officer at such intersection.

The operator of any vehicle, who has come to a full stop as above required, upon entering the "thru" street, as well as operators of vehicles on said "thru" street, shall be subject to the usual right of way rule prescribed by state law governing the meeting of vehicles at street or highway intersections.

The Board of Public Safety is hereby authorized and required to place and maintain or cause to be placed and maintained on each and every street intersecting said "thru" street as designated above, except East Washington Street, and at or near the property line of said "thru" street, appropriate signs upon the street and/or may place and maintain any appropriate devices or marks in the roadway, such signs, devices or marks to bear the word "STOP" or the legend "STOP, THRU STREET," and to be located in such position and to be provided with letters of a size to be legible at least one hundred (100) feet along the street intersecting said "thru" street.

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

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

By the Board of Public Safety:

GENERAL ORDINANCE NO. 17, 1937

AN ORDINANCE establishing certain passenger and/or loading zones in the City of Indianapolis, pursuant to the provisions of Section 28 of General Ordinance No. 96-1928, as amended by General Ordinance No. 31-1931, as amended by General Ordinance No. 58-1931, 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 for the purpose of providing the owners or occupants of certain premises fronting on certain public streets in the City of Indianapolis with ingress and egress for passengers, materials and merchandise coming to or going from such premises, such owners or occupants having complied with the provisions of Section 26 of General Ordinance No. 96-1928, as amended by General Ordinance No. 31-1931, as amended by General Ordinance No. 58-1931, relative to the establishment of passenger and/or loading zones, at the places hereinafter set out, and the Board of Public Safety having caused investigation to be made thereof and having recommended the establishment pursuant to the terms of the afore-said ordinances, the following passenger and/or loading zones be and the same are hereby established in the City of Indianapolis, to-wit:

A 36 foot zone in front of No. 1709 North Meridian Street, said premises being occupied by the Constantine Casket Company.

An 18 foot zone on the west side of Virginia Avenue, starting at a point 188½ feet southeast of the east curb line of South Pennsylvania Street and extending southeast for a distance of 18 feet, said premises being occupied by the Indiana National Bank.

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

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

By Mr. Schumacher:

GENERAL ORDINANCE NO. 18, 1937

AN ORDINANCE approving a change in the schedule of taxi cab rates by the Hoosier Cab Company, Inc., United Taxi Company, Inc., Union Cab Company, and Red Cab, Inc.

WHEREAS, on the 9th of February, 1937, the Board of Public Safety of the City of Indianapolis did approve a change in the schedule of rates of the aforesaid taxi companies by eliminating the schedule of rates previously filed with the Board of Public Safety and approving the following schedule of rates.

For the first mile and one-half (1½), or fraction thereof, Fifteen (\$.15) Cents; and an additional Ten (\$.10) Cents for each additional mile or fraction thereof; for each three (3) minutes waiting time, Ten (\$.10) Cents; rates by the hour One Dollar and Fifty Cents (\$1.50).

WHEREAS, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That the changes in the schedule of rates as set out in the preamble of this ordinance are hereby approved.

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

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

## ORDINANCES ON SECOND READING

Mr. Wallace called for General Ordinance No. 7, 1937, for second reading. It was read a second time.

Mr. Wallace presented the following written motion to amend General Ordinance No. 7, 1937:

Indianapolis, Ind., February 15, 1937.

Mr. President:

I move that Section 1 of General Ordinance No. 7, 1937, be amended to read as follows:

Section 1. That the City Controller of the City of Indianapolis be, and he is hereby, authorized and empowered to negotiate a temporary loan for the use of the Board of Health of said City of Indianapolis, Indiana, in anticipation of current revenues and taxes of said Board of Health for the year 1937, levied in the year 1936 for general Board of Health purposes, and now in the course of collection. Said loan shall not exceed the sum of \$125,000, payable out of the current revenues of said Board of Health, at a rate of interest not to exceed six percent (6%) per annum, for a period not to exceed the period set out in this ordinance. Said loan shall be let to the lowest and best bidder, or bidders, at competitive bidding on the annual rate of interest under conditions prescribed in the notice of sale, which notice shall be published for at least one day in at least one daily newspaper of general circulation, published in said City of Indianapolis, Indiana. The mayor and the City Controller of said city are hereby authorized and directed to execute the proper obligations of said City of Indianapolis, Indiana, for the amount of said loan, which obligation, or obligations, shall also be countersigned by the President of the Board of Health of said city. To the payment of such obligations the current revenues and taxes levied in the year 1936, payable in the year 1937, for the general purposes of the Board of Health of the City of Indianapolis, are hereby irrevocably appropriated and pledged.

ROSS H. WALLACE,  
Councilman.

The motion was seconded by Mr. Cable and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

On motion of Mr. Wallace, seconded by Mr. Fritz, General Ordinance No. 7, 1937, as amended, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 7, 1937, as amended, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Carr called for General Ordinance No. 8, 1937, for second reading. It was read a second time.

On motion of Mr. Carr, seconded by Mr. Wallace, General Ordinance No. 8, 1937, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 8, 1937, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Carr called for General Ordinance No. 9, 1937, for second reading. It was read a second time.

On motion of Mr. Carr, seconded by Mrs. Dowd, General Ordinance No. 9, 1937, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 9, 1937, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Carr called for General Ordinance No. 11, 1937, for second reading. It was read a second time.

On motion of Mr. Carr, seconded by Mr. Kealing, General Ordinance No. 11, 1937, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 11, 1937, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 6, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Kealing, Mr. Wallace, President Raub.

Noes, 3, viz: Mr. Fritz, Mr. Oren, Mr. Schumacher.

Mr. Fritz called for General Ordinance No. 12, 1937, for second reading. It was read a second time

On motion of Mr. Fritz, seconded by Mr. Wallace, General Ordinance No. 12, 1937, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 12, 1937, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Wallace called for Appropriation Ordinance No. 7, 1937, for second reading. It was read a second time.

On motion of Mr. Wallace, seconded by Mrs. Dowd, Appropriation Ordinance No. 7, 1937, was ordered engrossed, read a third time and placed upon its passage.

Appropriation Ordinance No. 7, 1937, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

Mr. Carr called for General Ordinance No. 74, 1936, for second reading. It was read a second time.

Mr. Carr made a motion to strike General Ordinance No. 74, 1936, from the files. The motion was seconded by Mr. Wallace and passed by the following roll call vote:

Ayes, 5, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Wallace, President Raub.

Noes, 4, viz: Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher.

Mr. Schumacher asked for suspension of the rules for further consideration and passage of General Ordinance No. 18, 1937. The motion was seconded by Mr. Cable and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

The rules were suspended.

The Council reverted to a previous order of business.

## COMMITTEE REPORT

Indianapolis, Ind., February 15, 1937.

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

We, your Committee on City Welfare, to whom was referred General Ordinance No. 18, 1937, entitled

Approving change in schedule of rates for taxicabs  
beg leave to report that we have had said ordinance under considera-



tion, and recommend that the same be passed under suspension of the rules.

JOHN A. SCHUMACHER, Chairman.  
EDWARD R. KEALING.  
THEODORE CABLE.  
ADOLPH J. FRITZ.  
ROSS H. WALLACE.

### ORDINANCES ON SECOND READING

Mr. Schumacher called for General Ordinance No. 18, 1937, for second reading. It was read a second time.

On motion of Mr. Schumacher, seconded by Mr. Wallace, General Ordinance No. 18, 1937, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 18, 1937, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 9, viz: Mr. Cable, Mr. Carr, Mrs. Dowd, Mr. Fritz, Mr. Kealing, Mr. Oren, Mr. Schumacher, Mr. Wallace, President Raub.

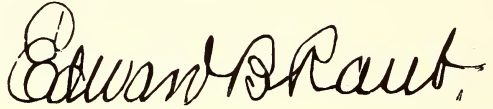
### MISCELLANEOUS BUSINESS

The Committee on City Welfare, to whom was referred General Ordinance No. 6, 1937, was not ready to report on said ordinance and asked for time for further consideration of the same, which was granted.

On motion of Mr. Wallace, seconded by Mr. Schumacher, the Common Council adjourned at 8:50 p. m.

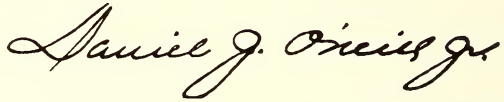
We hereby certify that the above and foregoing is a full, true and complete record of the proceedings of the Common Council of the City of Indianapolis, held on the 15th day of February, 1937, at 7:30 p. m.

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

A handwritten signature in cursive script, reading "Edward R. Raut". The signature is written in dark ink on a light-colored background.

President.

Attest:

A handwritten signature in cursive script, reading "Daniel J. O'Connell". The signature is written in dark ink on a light-colored background.

City Clerk.

(SEAL)