

PROCEEDINGS OF COMMON COUNCIL.

REGULAR SESSION—SEPTEMBER 19, 1887.

The Common Council of the City of Indianapolis, met in the Council Chamber, Monday evening, September 19th, A. D. 1887, at 7:30 o'clock, in regular session.

PRESENT—Hon. Caleb S. Denny, Mayor, and *ex officio* President of the Common Council in the Chair; and 24 members, viz: Councilmen Benjamin, Burns, Cey, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

ABSENT, 1—viz: Councilman Rooker.

The Proceedings of the Common Council for the regular session held September 5th, 1887, having been printed and placed on the desks of the Councilmen, said Journals were approved as published.

REPORTS, ETC., FROM THE COMMITTEE ON CONTRACTS.

The Committee on Contracts, through Councilman Reynolds, submitted the following report; which was concurred in, and the contracts severally awarded as recommended:

To the Mayor, Common Council and Board of Aldermen:

Gentlemen:—Your Committee on Contracts to whom was referred the proposals received September 5th, have examined the same and find them to be as follows:

1st. For grading and paving with brick, the sidewalks of Summit street, from Washington street to the C., St. L & P. R. R. tracks.

Henry C. Roney..... 43 cents per lineal foot front on each side.

J. W. Cooper & Co..... 43 cents per lineal foot front on each side.

Geo. W. Buchanan..... 42 cents per lineal foot front on each side.

Geo. W. Buchanan being the lowest and best bidder, recommend he be awarded the contract.

2d. For grading and graveling the first alley west of California street, from St. Clair street to Pratt street.

J. L. Spaulding..... 27 cents per lineal foot front on each side.

J. W. Cooper & Co..... 26 cents per lineal foot front on each side.

Fulmer & Seibert..... 25 cents per lineal foot front on each side.

Fulmer & Seibert being the lowest and best bidders, recommend they be awarded the contract

3d. For grading and graveling the roadway and paving with brick, the sidewalks of Benton street, from Louisiana street to Bates street.

Price per lineal foot front on each side.

- * J. L. Spaulding..... gravel, 50 cents; paving, 40 cents.
- H. C. Roney..... gravel, 47 cents; paving, 42 cents.
- J. W. Cooper & Co..... gravel, 44 cents; paving, 42 cents.
- Fulmer & Seibert..... gravel, 43 cents; paving, 42 cents.

Fulmer & Seibert being the lowest and best bidders, recommend they be awarded the contract.

4th. For grading and paving with brick, the south sidewalk of Spann avenue, from Linden street to Laurel street.

- Henry C. Roney..... 44 cents per lineal foot front.
- Geo. W. Buchanan..... 44 cents per lineal foot front.
- James W. Hudson..... 44 cents per lineal foot front.
- Fulmer & Seibert..... 44 cents per lineal foot front.
- J. W. Cooper & Co..... 43 cents per lineal foot front.
- J. L. Fisher..... 42 cents per lineal foot front.

J. L. Fisher being the lowest and best bidder, recommend he be awarded the contract.

5th. For grading and graveling the roadway, bowldering and curbing the gutters, and paving with brick the sidewalks, of Herman street, from Ohio street to the first alley north of Market street.

Price per lineal foot front on each side.

Name of bidder.	Bowlders.	Curbing.	Graveling.	Paving.
Geo. W. Buchanan.....	43 cents.....	47 cents.....	43 cents.....	45 cents
J. L. Spaulding.....	39 cents.....	46 cents.....	50 cents.....	40 cents
Henry C. Roney.....	41 cents.....	46 cents.....	45 cents.....	41 cents
J. W. Cooper & Co.....	39 cents.....	45 cents.....	40 cents.....	46 cents
James W. Hudson.....	39 cents.....	45 cents.....	40 cents.....	43 cents

James W. Hudson being the lowest and best bidder, recommend he be awarded the contract.

6th. For erecting lamp posts on Ketcham street, between Merrill and Sinker streets, Freaney Brothers being the only bidder, at \$21.00 per lamp post, being the usual price for such work, recommend they be awarded the contract.

Respectfully submitted,

M. M. Reynolds,
Frank M. Dell,
John H. Herig,
Committee on Contracts.

COMMUNICATIONS, ETC., FROM THE MAYOR.

His Honor, the Mayor, submitted the following report; which was received:

To the Common Council and Board of Aldermen:

Gentlemen:—I have the honor to report the following amount of fines and fees collected in the Mayor's court for the month of August, 1887, to-wit:

Marshal's fees.....	\$214 20
Mayor's fees.....	161 00
Fines due the city.....	23 00
Total.....	\$398 20

I have paid said sum into the treasury for the use of the city, and have filed the Treasurer's receipt therefor with the City Clerk.

Respectfully submitted,

C. S. DENNY, Mayor.

His Honor, the Mayor, presented the following Invitation:

To the Mayor, Common Council, and all other officers of the City of Indianapolis :

Gentlemen:—The Committee on Invitation, appointed by the General Executive Committee in charge of the reception of President Cleveland in this city, on Saturday, October 1st, 1887, hereby extends an invitation to all organized bodies, civil, military, political and municipal, to participate in said reception.

All organizations accepting this invitation, are requested to advise General Fred Knefler, Chief Marshal, of such acceptance, not later than Tuesday, September 27th, stating the number of men to be provided with place in the procession, and whether or not the organization will be accompanied by a band.

President Cleveland comes to us as the guest of the people of the whole State. We earnestly urge that he be given such a welcome as will at once do fitting honor to the high position he holds, and reflect credit on Indiana as a host.

By order of Invitation Committee,

Indianapolis, Sept. 15, 1887.

J. F. PRATT, Chairman.

Councilman Thalman moved that the Invitation be accepted, and that a Special Committee, to consist of three members, be appointed to arrange for the Council to attend in a body.

Which was adopted.

His Honor, the Mayor, appointed Councilman Thalman, Edenharter and Swain, as such committee.

His Honor, the Mayor, presented the following petition ; which was granted, with the proviso that the work be done under the direction of the City Civil Engineer, and at the expense of the State :

Indianapolis, Ind , Sept. 15th, 1887.

Hon. Mayor and Common Council, City of Indianapolis:

Gentlemen:—The Board of State House Commissioners respectfully request permission of your honorable body to construct the sidewalk, bordering on the State House Grounds, on north Tennessee street, from Washington street to north side of Market street. The sidewalk to be made of Portland cement, similar to that within the State House grounds.

Very respectfully,

JOHN M. GODOWN, Secretary.

REPORTS, ETC., FROM CITY OFFICERS.

The City Civil Engineer submitted the following report : which was received, and the estimates (presented therewith) approved :

To the Mayor, Common Council and Board of Aldermen :

Gentlemen:—I herewith report the following estimates of work done according to contract :

A first and final estimate in behalf of Fulmer & Seibert, for grading and graveling Park avenue and sidewalks, from Eleventh street to Bruce street.

2,460 lineal feet, at 87 cents..... \$2,140 21

A first and final estimate in behalf of Fulmer & Seibert, for grading and graveling Broadway street and sidewalks, from Eleventh street to Bruce street.

2,462 lineal feet, at 83 cents \$2,043 46

A first and final estimate in behalf of Wm. F. Gansberg, for grading and paving with brick, the sidewalks of Meek street, from Liberty street to Noble street.

849.50 lineal feet, at 35 cents..... \$297 30

A first and final estimate in behalf of James W. Hudson, for grading and paving with brick, the sidewalks of Illinois street, from Ray street to Morris street.

1, 529.90 lineal feet, at 35 cents..... \$676 29

A first and final estimate in behalf of Joseph Bernauer, for grading and paving with brick, the sidewalks of High street, from McCarty street to Coburn street.

2, 183.30 lineal feet of brick pavement, at 39 cents..... \$851 49

353.35 lineal feet of single walk-stone, at 35 cents..... 183 67

184.77 square yards of bowldered wings, at 65 cents..... 120 10

\$1,155 26

A first and final estimate in behalf of J. L. Spaulding, for grading and paving with brick, the east sidewalk of Blackford street, from New York street to the canal.

695.60 lineal feet, at 43 cents..... \$299 10

A first and final estimate in behalf of J. L. Spaulding, for grading and paving with brick, the west sidewalk of Virginia avenue, from Merrill street to the first alley south of Merrill street.

155 lineal feet, at 73 cents..... \$113 14

A second and final estimate in behalf of J. L. Fisher, for building a stone wall on west bank of Pogues run, from Catharine street to a point 300 feet south of Catherine street.

1,923.53 cubic yards dry excavation, at 15 cents..... \$288 53

1,248.65 cubic yards wet excavation, at 60 cents..... 749 19

3,030.00 cubic feet of timber, at 18 cents..... 545 40

9,090.00 cubic feet of plank, B. M., at \$25 00..... 227 25

511.77 cubic yards of masonry, at \$5.90..... 3,019 44

\$4,829 81

Less first and partial estimate..... 2,651 65

Balance due..... \$2,178 16

Respectfully submitted,

S. H. SHEARER, City Civil Engineer.

The following estimate resolution was read :

Resolved by the Common Council and Board of Aldermen of the City of Indianapolis, That the accompanying first and final estimate in behalf of Fulmer & Seibert, for grading and graveling Park avenue and sidewalks, from Eleventh street to Bruce street, be, and the same is hereby, adopted as the estimate of the Common Council and Board of Aldermen of said city; and that the property owners are hereby required to pay the sums set opposite their respective names.

And it was adopted by the following vote :

AYES, 23—viz: Councilmen Burns, Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

The following estimate resolution was read :

Resolved by the Common Council and Board of Aldermen of the City of Indianapolis, That the accompanying first and final estimate in behalf of Fulmer & Seibert, for grading and graveling Broadway street and sidewalks, from Eleventh street to Bruce street, be, and the same is hereby, adopted as the estimate of the Common Council and Board of Aldermen of said city; and that the property owners are hereby required to pay the sums set opposite their respective names.

And it was adopted by the following vote :

AYES, 23—viz: Councilmen Burns, Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

The following estimate resolution was read :

Resolved by the Common Council and Board of Aldermen of the City of Indianapolis, That the accompanying first and final estimate in behalf of Wm. F. Gansberg, for grading and paving with brick, the sidewalks of Meek street, from Liberty street to Noble street, be, and the same is hereby, adopted as the estimate of the Common Council and Board of Aldermen of said city; and that the property owners are hereby required to pay the sums set opposite their respective names.

And it was adopted by the following vote :

AYES, 23—viz: Councilmen Burns, Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

The following estimate resolution was read :

Resolved by the Common Council and Board of Aldermen of the City of Indianapolis, That the accompanying first and final estimate in behalf of James W. Hudson, for grading and paving with brick, the sidewalks of Illinois street, from Ray street to Morris street, be, and the same is hereby, adopted as the estimate of the Common Council and Board of Aldermen of said city; and that the property owners are hereby required to pay the sums set opposite their respective names.

And it was adopted by the following vote :

AYES, 23—viz: Councilmen Burns, Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

The following estimate resolution was read :

Resolved by the Common Council and Board of Aldermen of the City of Indianapolis, That the accompanying first and final estimate in behalf of Joseph Bernauer, for grading and paving with brick, the sidewalks of High street, from McCarty street to Coburn street, be, and the same is hereby, adopted as the estimate of the Common Council and Board of Aldermen of said city; and that the property owners are hereby required to pay the sums set opposite their respective names.

And it was adopted by the following vote :

AYES, 23—viz: Councilmen Burns, Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

The following estimate resolution was read :

Resolved by the Common Council and Board of Aldermen of the City of Indianapolis, That the accompanying first and final estimate in behalf of J. L. Spaulding, for grading and paving with brick, the east sidewalk of Blackford street, from New York street to the Canal, be, and the same is hereby, adopted as the estimate of the Common Council and Board of Aldermen of said city; and that the property owners are hereby required to pay the sums set opposite their respective names.

And it was adopted by the following vote :

AYES, 23—viz: Councilmen Burns, Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

The following estimate resolution was read :

Resolved by the Common Council and Board of Aldermen of the City of Indianapolis, That the accompanying first and final estimate in behalf of J. L. Spaulding, for grading and paving with brick, the west sidewalk of Virginia avenue, from Merrill street to the first alley south of Merrill street, be, and the same is hereby, adopted as the estimate of the Common Council and Board of Aldermen of said city; and that the property owners are hereby required to pay the sums set opposite their respective names.

And it was adopted by the following vote :

AYES, 23—viz: Councilmen Burns, Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

The City Civil Engineer submitted the following report; which was received and the contract and bond approved:

To the Mayor, Common Council and Board of Aldermen :

Gentlemen:—I herewith report the contract and bond of Freaney Brothers, for erecting one lamp post on Walnut street, between New Jersey and East streets.

Bond, \$50,00; surety, J T. Holt.

Respectfully submitted,

S. H. SHEARER, City Civil Engineer.

The City Civil Engineer presented the following communication :

Indianapolis, Sept. 19th, 1887.

To the Honorable, the Mayor, the Common Council and

Board of Aldermen of the City of Indianapolis :

Gentlemen:—On the 26th day of July, 1887, I received from Michael F. Shields, City Clerk, a communication stating that at meetings of the Common Council and Board of Aldermen of the City of Indianapolis, held respectively July 18th and July 25th, 1887, the following motion was adopted :

"That the Indianapolis Union Railway Company be, and is hereby, requested to at once proceed to build the viaduct (over the Union Railway tracks between Meridian and Pennsylvania streets.)"

Prior to July 26th, 1887, the City Commissioners assessed the damages accruing to owners of real estate upon the route of the viaduct. Several of these property

owners, viz: Messrs. George R. Root, William Dell, Frank M. Dell and Peter F. Bryce, appealed from the assessment of damages, and the appeals are undisposed of. The Union Railway Company is anxious to begin the work of constructing the viaduct, and to proceed with the construction as rapidly as practicable; but it is important to it that the damages to be paid to the property owners should be finally determined.

The fourth (4th) Section of the ordinance providing for the construction of the viaduct (General Ordinance No. 36, of 1886), provides that the Union Railway Company is not to pay the damages assessed until the amount shall have been finally determined.

The Board of Directors of the Indianapolis Union Railway Company, on the first instant, which was the first meeting of the Board since your resolution was passed, adopted the following preamble and resolution, to-wit:

"WHEREAS, The Indianapolis Union Railway Company is desirous of proceeding with the construction of the proposed viaduct between Meridian and Pennsylvania streets, and between Georgia and South streets, as provided for in General Ordinance No. 36, ordained June 14th and 15th, 1886; and

Whereas, Work can not be proceeded with because of the appeals taken by certain abutting property holders who claim to be damaged by the opening of said street; therefore be it

Resolved, That Vice President Malott is hereby instructed to make a proposition to the City Government to pay into the city treasury the sum awarded by the Commissioners, and proceed with the work: *Provided*, the city will assume the suits now brought by the parties contesting the Commissioners' award, and pay any excess over and above the amount thus paid into the city treasury."

If the Common Council and Board of Aldermen will accept this proposition of the Board of Directors of the Indianapolis Union Railway Company, the company will immediately pay into the city treasury the amounts assessed in favor of the abutting land holders, except the damages assessed in its favor, for which it makes no claim, and will immediately begin the construction of the viaduct, and will prosecute its construction as rapidly as practicable, so that if it is possible, it will be completed by the 1st day of May, 1888.

Very respectfully,

V. T. MALOTT, Vice President.

Councilman Thalman introduced the following entitled ordinance, which was read the first time:

G. O. 34, 1887.—An ordinance accepting the proposition of The Indianapolis Union Railway Company respecting the construction of the Viaduct between Meridian and Pennsylvania streets, and the opening of the new street between Georgia and South streets, as provided for in General Ordinance number 36, ordained June 14 and 15, 1886.

On motion by Councilman Thalman, the above entitled ordinance and the communication, were referred to the Committee on Railroads, City Attorney and City Civil Engineer.

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

To the Honorable, the Mayor, the Common Council and the

Board of Aldermen of the City of Indianapolis, Ind:

Gentlemen:—In accordance with the general plan for the improvement now in progress on the new Union Passenger Station, this company proposes to make, at its own expense, certain street improvements, for which a permit covering the following work, is respectfully requested:

The building of a brick and pipe drain for surface water, beginning at Pogue's
SIG. 69.

Run on Meridian street, thence north to Louisiana street; thence west on Louisiana street to the catch-basin to be constructed at the northeast intersection of Louisiana street and the new street immediately east of the main building of the new station. Also, to pave with asphalt, fire brick, Medina stone or granite blocks, Louisiana street, between the curb lines from Meridian street to the new street east of the main building; thence between the curb lines on the new street to Jackson Place; thence between the curb lines on Jackson Place to Illinois street; thence on Illinois street south of the east side of tunnel entrance, between the masonry of tunnel and curb line to Louisiana street; thence west on the south side of Louisiana street between the curb line and street railway track to a line about 165 feet west of Illinois street, being in all about 5,200 square yards of street paving.

Also, to pave with asphalt, granolithic or concrete paving, all the sidewalk on the south side of Louisiana street, from Meridian street west to the main building; thence around the main building; (thence west on the south walk on Louisiana street to line about 165 feet west of Illinois street, being in all about 3,700 square yards of sidewalk paving.

Also, to set curb on south curb line on Louisiana street and around main building, all as shown on the general plan, and in accordance with grades shown thereon.

This company would further represent that it desires to prosecute to completion before freezing weather, if possible, the work above named.

Very respectfully,

THE INDIANAPOLIS UNION RAILWAY COMPANY,

By V. T. MALOTT, Vice President.

REPORTS, ETC., FROM OFFICIAL BOARDS.

The Board of Public Improvements and City Civil Engineer, through Councilman Herig, submitted the following report; which was concurred in:

To the Mayor, Common Council and Board of Aldermen:

Gentlemen:—The Board of Public Improvements and City Civil Engineer, to whom was referred the question of awarding the contract of Jos. L. Fisher & Co., for improving Eleventh street, from Central avenue to the Wabash R. R. tracks, recommend that said contract be awarded.

Respectfully submitted,

John H. Herig,
C. H. Stuckmeyer,
R. McClelland,

Board of Public Improvements.

S. H. SHEARER City Civil Engineer.

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

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

Gentlemen:—The undersigned, to whom was referred the motions directing the Street Commissioner to lay stone crossings on Noble street, at the crossing of Michigan street, and on Noble street at the crossing of Washington street, recommend that said motions pass.

Respectfully submitted,

John H. Herig,
C. H. Stuckmeyer,
R. McClelland,
Board of Public Improvements.

REPORTS, ETC., FROM STANDING COMMITTEES.

The Committee on Finance, through Councilman Thalman, introduced the following entitled ordinance, which was read the first time:

Ap. O. 53, 1887—An ordinance appropriating the sum of eight hundred and forty dollars (\$840.00) to pay the interest on certain outstanding bonds, falling due October 1st, 1887.

On motion by Councilman Thalman, the Rules were suspended for the purpose of placing the above entitled ordinance on its final passage, by the following vote :

AYES, 24—viz: Councilmen Benjamin, Burns, Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

Ap. O. 53, 1887, was then read the second time, ordered engrossed, read the third time and passed, by the following vote :

AYES, 24—viz: Councilmen Benjamin, Burns, Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

The Committee on Judiciary, through Councilman Cummings, submitted the following report; which was adopted:

To the Mayor and Common Council:

Gentlemen:—Your Committee on Judiciary and City Attorney, to whom was referred the petition of H. W. & A. A. Evans, asking for the retunding of \$108.56, for taxes illegally assessed and collected on Lots 15 and 16, in R. L & G.'s subdivision of Green's addition to the city since the year 1874, report that by the annexation of Green's subdivision in 1876, about three-fourths of said lots were annexed to the city, and for the other one-fourth the petitioners are entitled to recover for the past six years only, and this amounts to about \$10.25; which said sum of \$10.25 we recommend be paid in full of said claim of \$108.56.

Respectfully submitted,

WM. L. TAYLOR, City Attorney.

Geo. F. Edenharter,
M. M. Cummings,
Judiciary Committee.

The Committee on Public Property, through Councilman Mack, submitted the following reports; which were concurred in:

To the Mayor, Common Council and Board of Aldermen:

Gentlemen:—Your Committee on Public Property, to whom was referred the following communication:

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

Gentlemen:—On June 20th and 27th, 1887, I was directed to prepare plans and advertise for bids for the erection of a bridge over Pleasant Run, on East street, in Garfield Park, said bridge not to cost to exceed \$500.00. I desire to report that I have made careful examination of the location of said proposed bridge, together with a preliminary estimate of the cost of making the necessary approaches to the same from the south, and find that it would require the sum of \$451.25 to build said approaches, which would be absolutely necessary to the use of the bridge. It will therefore be seen that said bridge, together with the approaches and abutments, can not be built for the sum designated.

I have deemed the above of sufficient importance to submit to you, and to wait your further orders.

Respectfully submitted,

S. H. SHEARER, City Civil Engineer "

Would respectfully recommend that the City Civil Engineer be directed to select the most desirable place for the bridge mentioned in the above communication, and advertise for the erection of the same at once.

Respectfully submitted,

Fred. J. Mack,
Isaac Thalman,
Edward Dunn,

Committee on Public Property.

To the Mayor and Common Council :

Gentlemen:—Your Committee on Public Property, to whom was referred the following motion:

"*Moved*, That the City Civil Engineer be, and is hereby, directed to prepare plans and specifications, and advertise for proposals for laying an eight-foot cement walk through Military Park, from the northwest to the southeast corner."

Would respectfully recommend that the City Civil Engineer be instructed to make an estimate on the work, and report at the next meeting.

Respectfully submitted,

Fred. J. Mack,
Isaac Thalman,
Edward Dunn,

Committee on Public Property.

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

To the Mayor and Common Council :

Gentlemen:—The undersigned, Committee on Streets and Alleys, to whom was referred the petition of W. G. McLain and others, praying for the vacation of the first alley south of Eighth street, running between Meridian street and Illinois street, report that since there are but two names of freeholders on said petition, the petition can not be granted in its present form.

Respectfully submitted,

Edward Dunn,
Julius F. Reineke,
John H Herig,

Committee on Streets and Alleys.

MESSAGES AND PAPERS FROM THE BOARD OF ALDERMEN.

The following message was read :

To the Mayor and Common Council :

Gentlemen:—The Board of Aldermen, in regular session held in the Aldermanic Chamber, Monday evening, September 12, 1887, *non-concurred* in the action of your honorable body, in adopting the following motion:

That the Street Commissioner re-place the pump on the south side of Washington, between East and New Jersey streets, with a Howe Rotary pump.

I submit the same for your consideration.

For the Board of Aldermen.

JOSEPH T. FANNING, Clerk.

And on motion, the Common Council reconsidered its former action, and concurred in the action of the Board.

The following message was read :

To the Mayor and Common Council:

Gentlemen:—The Board of Aldermen, in adjourned session held in the Aldermanic Chamber this evening, September 19th, 1887, amended the following resolution (which was adopted by the Common Council September 5th, 1887):

“WHEREAS, It is deemed expedient that a line of street railway should be constructed along Bloomington street to the old Lafayette Gravel Road, on the west bank of White River, thence northwest on said Lafayette Road to Michigan street; thence west on Michigan street to the town of Haughsville; now therefore

Resolved, That the Citizens' Street Railway Company be ordered and directed to construct a line of street railway on at the following streets, to wit:

Commencing at the intersection of west Washington and Bloomington streets; thence north on Bloomington street to the old Lafayette Gravel Road, on the west bank of White River; thence northwest on said Lafayette Road to Michigan street; thence west on Michigan street to the town of Haughsville.

The City Clerk is hereby directed to serve a copy of this resolution, duly attested, on the President of said company, and to make proper return on said notice; and the President of said company is directed to properly notify the Common Council and Board of Aldermen of said company's action hereon.”

By adopting the following amendment:

Amend by striking out all after the word “thence,” in line six, and adding in place thereof the following: “That the said company proceed north on Bloomington street to the proposed street through William Minkner's land; thence north on the Lafayette Road, where available, to the south side of Michigan street, and there terminate.”

I submit the same for your consideration.

For the Board of Aldermen,

JOSEPH T. FANNING, Clerk.

And on motion the action of the Board of Aldermen was concurred in, and the amendment to the resolution concurrently adopted, by the following vote:

AYES, 24—viz: Councilmen Benjamin, Burns, Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

INTRODUCTION OF GENERAL AND SPECIAL ORDINANCES.

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

By Councilman Herig, which was referred to the Committee on Public Light:

S. O. 130, 1887—An ordinance to provide for the erection of lamp-posts, lamps and fixtures (complete to burn gas, except the service pipes), on Chadwick street, between McCarty and Ray streets.

By Councilman Pearson, accompanied with petition:

S. O. 131, 1887—An ordinance to provide for the re-grading and paving with Trinidad asphalt street pavement, the roadway, and curbing with stone the gutters of Washington street, from the east line of Mississippi street to the west line of Alabama street, and requiring the Citizens' Street Railway Company to pay a portion of the cost thereof, as provided for in General Ordinance No. 4, 1884.

To the Honorable, the Common Council of the City of Indianapolis :

Gentlemen:—We, the undersigned, property owners of real estate fronting on Washington street, between Mississippi street and Alabama street, respectfully petition your honorable body that bids for paving said Washington street as above described, with Trinidad asphalt sheet pavement, be advertised for in addition to the advertising for bids to pave said street with Medina sandstone, to the end that an option can be exercised in the selection of a pavement for said street, in which cost and quality may be fully considered, and the interests of the city and property owners more fully protected.

Masonic Grand Lodge Indiana, by J. Caven, President Board Trustees, 67½ feet; Albert Sahn, President Board County Commissioners, by order of said Board, 420 feet; John Huegele, 22½ feet; J. M. Judah, trustee for H. Judah's heirs, 178 feet; Samuel Delzell, 19 feet; N. McCarty, 18 feet; John C. New, per H. S. New, 34 11-12 feet; Spiegel, Thoms & Co., 32½ feet; Charles Mayer, 105 feet; Wm. B. Burford, Nancy J. Burford, 16½ feet; Grand Lodge I. O. O. F. of Indiana, per Theo. P. Haughey, Treasurer, 67 1-6 feet; D. Rickett's estate and I. C. Rickett's estate, by A. Baker, Administrator and Executor, 76½ feet; S. J. Fletcher, 43 feet; M. F. Ritzinger, 18½ feet; John M. Butler, 67½ feet; James C. Yohn, 34 feet; V. T. Malott, 28 5-6 feet; John W. Ray, Trustee, 21½ feet; David Macy, 62¼ feet; Alfred Harrison, Agent for Moses Johnson and Mary Bell Henry, 96 feet; J. E. McDonald, 22½ feet; S. Yarges, 192 feet; John Gramling, 19 feet; W. H. Talbott, Agent, 64 11-12 feet; Wm. S. Hubbard, 40 feet; A. P. Pettis, by John Lawrie, 97½ feet; William Mansur, 35 7-12 feet; W. H. English, 18½ feet; Henry Severin, 19½ feet; Friedrich Ostermyer, 16½ feet; Henry Schurmann, 35 feet; Esther A. Bristor, 29½ feet; Wm Buschmann, 22½ feet; W. Schoppenhorst, 33¾ feet; R. B. Duncan, 21 feet; State frontage, covered by attached certificate, 487½ feet; total, 2,581 feet, 7 inches.

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

Gentlemen:—We would respectfully represent to your honorables that if you should conclude to pave Washington street with the Trinidad asphalt, that it will be perfectly acceptable to the undersigned as far as concerns their interest in the State's property lying on Washington street.

Respectfully submitted,

J. A. LEMCKE,	BRUCE CARR,
Treasurer of State.	Auditor of State.

On motion by Councilman Pearson, the foregoing entitled ordinance and petition were referred to the Committee on Streets and Alleys, City Attorney and City Civil Engineer.

By Councilman Swain, which was referred to the Committee on Public Light :

S. O. 182, 1887—An ordinance to provide for the erection of lamp-posts, lamps and fixtures (complete to burn gas, except the service pipes), on College avenue, between Eleventh and Clyde streets.

By Councilman Swain, accompanied with petitions :

S. O. 133, 1887—An ordinance to provide for grading and graveling the first alley west of Central avenue, from Seventh street to the State Ditch.

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

Gentlemen:—The undersigned, owners of real estate fronting on the first alley west of Central avenue, between Seventh street and the State Ditch, respectfully petition for the passage of an ordinance providing for grading and graveling said alley between the points above named.

W. R. Jordan, 40 feet; B. M. Carter, 40 feet; D. Hutchings, 80 feet; H. W. Ridpath, M. D., 40 feet; W. A. Taylor, 100 feet; D. Root, Administrator, 194 feet; D. Root, Administrator, 40 feet; F. L. Spahr, 80 feet; W. M. Drummond, 40 feet; Chas. Wehking, 40 feet; Etta Lamb, 40 feet; O. A. Keely, 60 feet; Sarah E. Trueblood, 40 feet; Salisbury Santy, 40 feet.

S. O. 134, 1887—An ordinance to provide for grading and graveling the first alley east of Central avenue, from Tenth street to Eleventh street.

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

Gentlemen:—The undersigned, owners of real estate fronting on the first alley east of Central avenue, between Tenth and Eleventh streets, respectfully petition for the passage of an ordinance providing for grading and graveling said alley between the points above named.

Jos. R. Ross, W. King, R. A. Merithen, Elias Klingensmith, R. M. Smock, A. G. Kenyon, W. Slaughter, by Ross.

INTRODUCTION OF MISCELLANEOUS BUSINESS.

Councilman Thalman offered the following resolution :

Resolved by the Common Council and Board of Aldermen, That the following named places be, and are hereby, designated as the places for holding the General City Election, to be held on Tuesday, October 11th, 1887, in the several voting precincts in the City of Indianapolis, viz :

First Ward.

- 1st Precinct—Corner of Clifford avenue and Pendleton Pike.
- 2d Precinct—Northeast corner of Home and Columbia avenues.
- 3d Precinct—Northwest corner of Seventh and Alvord streets.

Second Ward.

- 1st Precinct—No. 84 Christian avenue.
- 2d Precinct—No. 9 Engine House, northwest corner of Ash and Seventh streets.
- 3d Precinct—Northeast corner of Seventh and Alabama streets.

Third Ward.

- 1st Precinct—McCormick's shop, on Fifth street, between Tennessee and Mississippi streets.
- 2d Precinct—No. 5 Engine House, on Sixth street.

Fourth Ward.

- 1st Precinct—No. 251 Indiana avenue.
- 2d Precinct—No. 347 north California street.

Fifth Ward.

- 1st Precinct—No. 306 north Illinois street.
- 2d Precinct—No. 39 west First street.

Sixth Ward.

- 1st Precinct—No. 88 Fort Wayne avenue, corner of St. Clair street.
2d Precinct—No. 100 Fort Wayne avenue, Endly's coal office.

Seventh Ward.

- 1st Precinct—No. 2 Engine House, on Massachusetts avenue.
2d Precinct—No. 317 Massachusetts avenue.
3d Precinct—No. 473 east St. Clair street.

Eighth Ward.

- 1st Precinct—Southwest corner of Davidson and New York streets.
2d Precinct—Branham's coal office, east Ohio street.

Ninth Ward.

- 1st Precinct—No. 174 east Market street.
2d Precinct—Northwest corner of Market and East streets.

Tenth Ward.

- 1st Precinct—No. 92 Massachusetts avenue.
2d Precinct—No. 106 Massachusetts avenue.

Eleventh Ward.

- 1st Precinct—Headquarters Fire Department, Massachusetts avenue.
2d Precinct—No. 34 east Ohio street, (City Dispensary.)
3d Precinct—No. 10 west Ohio street.

Twelfth Ward.

- 1st Precinct—No. 1 Engine House, Indiana avenue.
2d Precinct—Zoo building, on Mississippi street, between Washington and Market streets.

Thirteenth Ward.

- 1st Precinct—No. 226 west Vermont street.
2d Precinct—No. 223 west Vermont street.

Fourteenth Ward.

- 1st Precinct—Southwest corner of Blake and Michigan streets.
2d Precinct—Northwest corner of Blake and Michigan streets.

Fifteenth Ward.

- 1st Precinct—No. 509 west Washington street.
2d Precinct—Harrold's coal office, corner of Kentucky avenue and South street.

Sixteenth Ward.

- 1st Precinct—No. 26 Kentucky avenue.
2d Precinct—No. 124 south Tennessee street.
3d Precinct—No. 255 south Tennessee street.

Seventeenth Ward.

- 1st Precinct—No. 7 Engine House.
2d Precinct—No. 19 east South street.

Eighteenth Ward.

- 1st Precinct—No. 38 south Alabama street.
2d Precinct—No. 2 Hook and Ladder House on South street.

Nineteenth Ward.

- 1st Precinct—Southwest corner of Noble and Georgia streets.
2d Precinct—Southeast corner of Noble and Georgia streets.
3d Precinct—No. 571 east Washington street.

Twentieth Ward.

- 1st Precinct—Northeast corner of Cedar street and Virginia avenue.
2d Precinct—Rear of No. 444 Virginia avenue.

Twenty-first Ward.

- 1st Precinct—Corner of Fletcher avenue and Dillon street.
2d Precinct—At the Engine House on Prospect street.

Twenty-second Ward.

- 1st Precinct—Rear of northwest corner of Virginia avenue and Bradshaw street.
2d Precinct—Rear of No. 531 Virginia avenue.

Twenty-third Ward.

- 1st Precinct—Northwest corner of McCarty and New Jersey streets.
2d Precinct—No. 10 Engine House.

Twenty-fourth Ward.

- 1st Precinct—Corner of Meridian and McCarty streets.
2d Precinct—No. 573 south Meridian street.

Twenty-fifth Ward.

- 1st Precinct—Southeast corner of Merrill and Missouri streets.
2d Precinct—Southeast corner of Missouri and McCarty streets.
3d Precinct—Northeast corner of Maple and Wilkins streets.

And it was adopted by the following vote :

AYES, 24—viz: Councilmen Benjamin, Burns Coy, Cummings, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Newland, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS—None.

Councilman Thalman offered the following resolution :

Resolved by the Common Council and Board of Aldermen, That the following named persons be, and they are hereby, appointed as Inspectors and Judges for the several voting precincts in the City of Indianapolis, at the General City Election to be held on Tuesday, October 11th, 1887, viz :

First Ward—1st Precinct—Inspector, John M. Todd; Judges, John Furnas and John Weber. 2d Precinct—Inspector, Wm. Schultz; Judges, John E. Watts and John Kitley. 3d Precinct—Inspector, H. M. Hadley; Judges, Ed. Walters and George E. Meyers.

Second Ward—1st Precinct—Inspector, Samuel N. Gold; Judges, James P. Baker and William S. Budd. 2d Precinct—Inspector, D. E. Myers; Judges, Wm. H. Thomas and Fred. Reible. 3d Precinct—Inspector, Frank. McQuiddy; Judges, A. F. Denny and Simon P. Sheerin.

Third Ward—1st Precinct—Inspector, John Michalis; Judges, W. D. Wiles and William Shaffer. 2d Precinct—Inspector, Mathias Garver; Judges, N. S. Byram and John Harrington.

Fourth Ward—1st Precinct—Inspector, W. W. Christy; Judges, Casper Kleifgen and William Lake. 2d Precinct—Inspector, Abel Davis; Judges, G. W. Walker and R. Perry Dunning.

Fifth Ward—1st Precinct—Inspector, Daniel Monninger; Judges, R. O. Hawkins and Frank. Rattler. 2d Precinct—Inspector, Theo. Woerner; Judges, W. S. R. Tarkington and John Osterman.

Sixth Ward—1st Precinct—Inspector, John Landers; Judges, H. S. Hutchins and A. R. White. 2d Precinct—Inspector, Franklin Landers; Judges, Jas. McMurray and Ludwig Sahn.

Seventh Ward—1st Precinct—Inspector, August Schmidt; Judges, T. D. Amos and A. Seidensticker. 2d Precinct—Inspector, John Rheinschild; Judges, W. A. Bell and M. F. Robinson. 3d Precinct—Inspector, James Thompson; Judges, Levi Marshall and John Wesenberg.

Eighth Ward—1st Precinct—Inspector, H. C. Zimmerman; Judges, William Koehler and John Schier. 2d Precinct—Inspector, Fred. Ostermeyer; Judges, Chris. Zimmerman and John Helm.

Ninth Ward—1st Precinct—Inspector, Geo. Anderson; Judges, Henry Coburn and Joseph Deitch. 2d Precinct—Inspector, Christian Gompf; Judges, Fred. Thoms and H. W. Sockwell.

Tenth Ward—1st Precinct—Inspector, Christian Meyer; Judges, J. E. Robertson and Conrad Gabel. 2d Precinct—Inspector, John Reynolds; Judges, C. H. Munson and Anthony Schrader.

Eleventh Ward—1st Precinct—Inspector, W. H. Morrison; Judges, John S. Spann and Dr. W. Ging. 2d Precinct—Inspector, J. T. Lecklider; Judges, Wm. Mansur and Frank M. Wright. 3d Precinct—Inspector, Geo. W. Stout; Judges, J. H. Vajen and John E. Jones.

Twelfth Ward—1st Precinct—Inspector, Daniel A. Lemon; Judges, R. H. Ree and Henry Vogt. 2d Precinct—Inspector, John A. McGaw; Judges, George H. Burton and Daniel Burton.

Thirteenth Ward—1st Precinct—Inspector, Michael H. Farrell; Judges, T. E. Chandler and William Hall. 2d Precinct—Inspector, H. G. Werbe; Judges, John Truckses and John Sanders.

Fourteenth Ward—1st Precinct—Inspector, W. H. Fulton; Judges, John Balfour and Henry Eyman. 2d Precinct—Inspector, John G. Coleman; Judges, Anderson Lewis and Michael McGlynn.

Fifteenth Ward—1st Precinct—Inspector, Lafayette Williams; Judges, Z. Hollingsworth and William Traub. 2d Precinct—Inspector, Henry Albertsmeyers; Judges, John Born and John Rupp.

Sixteenth Ward—1st Precinct—Inspector, R. F. Catterson; Judges, Adam Scott and James Renihan. 2d Precinct—Inspector, James McHugh; Judges, Wm. Gulliver and Robert McGill. 3d Precinct—Inspector, H. J. Drummond; Judges, Jno. M. Wilson and John Garrity.

Seventeenth Ward—1st Precinct—Inspector, John Geiss; Judges, J. M. South and Andrew Oehler. 2d Precinct—Inspector, J. George Fahrion; Judges, Thos. Gambold and J. H. Gruenert.

Eighteenth Ward—1st Precinct—Inspector, Sam H. Moore; Judges, John C. Ertle and Henry Habeney. 2d Precinct—Inspector, John Edwards; Judges, Casius Cornelius and James Kennedy.

Nineteenth Ward—1st Precinct—Inspector, Conrad Russe; Judges, John T. Pressly and Daniel Sullivan. 2d Precinct—Inspector, G. C. Krug; Judges, A. P. Hacher and Daniel A. Kirk. 3d Precinct—Inspector, William F. Reasner; Judges, R. H. Church and William F. Peil, Sr.

Twentieth Ward—1st Precinct—Inspector, Peter Spitzfadden; Judges, Charles H. Smith and Patrick Walsh. 2d Precinct—Inspector, E. L. Atkinson; Judges, Wm. W. Howie and John W. Hoppe.

Twenty-first Ward—1st Precinct—Inspector, Gus Rosberg; Judges, E. T. Branham and Samuel L. Morrow. 2d Precinct—Inspector, G. S. Bradley; Judges, Jos. Schmidt and William C. Rosebrock.

Twenty-second Ward—1st Precinct—Inspector, Henry Stolte; Judges, M. Steinhauer and Michael Gimble; 2d Precinct—Inspector, B. W. Hartley; Judges, W. S. Ferguson and Will F. A. Bernhamer.

Twenty-third Ward—1st Precinct—Inspector, Lorenz Schmidt; Judges, David Thorne and Henry Bierman. 2d Precinct—Inspector, William Rowe; Judges, John Andrews and Robert Keller.

Twenty-fourth Ward—1st Precinct—Inspector, August Sommers; Judges, Levi Sutherland and Marten Keifel. 2d Precinct—Inspector, P. R. Stroupe; Judges, I. N. Norwood and Michael Clure.

Twenty-fifth Ward—1st Precinct—Inspector, Morris Mack; Judges, Horace Stout and Patrick Kelly. 2d Precinct—Inspector, John Brown; Judges, Sam Hice and William Flynn. 3d Precinct—Inspector, John W. Fultz; Judges, John R. Sourbeer and Michael Higgins.

And it was adopted by the following vote :

AYES, 21—viz: Councilmen Benjamin, Burns, Dell, Dunn, Edenharter, Haugh, Herig, Howes, Mack, Markey, McClelland, McGroarty, Pearson, Reinecke, Reynolds, Smith, Smither, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS, 1—viz: Councilman Cummings.

Later during the session, the following message was received :

To the Mayor and Common Council:

Gentlemen:—The Board of Aldermen in adjourned session, held in the Aldermanic Chamber, this, Monday evening, September 19th, 1887, amended your resolution of this evening, appointing Inspectors and Judges for the General City Election to be held October 11, 1887, by striking out the name of Morris Mack as Inspector in the Third Precinct of the Twenty-fifth Ward, and inserting in lieu thereof the name of Patrick Kelly; and by striking out the names of Horace Stout and Patrick Kelly as Judges in the same Precinct and Ward, and inserting in lieu thereof the names of Morris Mack and John Glukert, and then concurrently adopted the resolution as amended.

I submit the same for your consideration.

For the Board of Aldermen :

JOSEPH T. FANNING, Clerk.

On motion by Councilman Thalman, the action of the Board of Aldermen was concurred in, and the amendments to the resolution concurrently adopted, by the following vote :

AYES, 14—viz: Councilmen Burns, Dell, Dunn, Edenharter, Haugh, Howes, McClelland, Newland, Reinecke, Smith, Stuckmeyer, Swain, Thalman, and Waterman.

NAYS, 5—viz: Councilmen Cummings, McGroarty, Pearson, Reynolds, and Smither.

Councilmen Coy and Markey paired.

Councilman Burns offered the following motion; which was adopted :

That the Street Commissioner be, and is hereby, instructed to clean up the gutters on Maryland street, from West street to Missouri street

Councilman Dell offered the following motions; which were adopted :

That the City Civil Engineer be, and is hereby, instructed to direct Richter & Twiname, contractors for improving south Noble street, between Washington and Louisiana streets, to put in double walk-stone, with the necessary bowldering, on all street and alley crossings, on the line of said contract.

That the Street Commissioner clean the gutters of Washington street, from Noble to Reid streets.

That J. W. Grennen be allowed to put in a driveway across the sidewalk in front of his office on Reid street, under the direction of the City Civil Engineer.

Councilman Dell presented the following petition; which was referred to the Committee on Streets and Alleys :

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

Gentlemen:—The undersigned, owners of all the real estate fronting on the alley, first south of Eighth street, between Meridian and Illinois streets, respectfully petition for the vacation of said alley, from the west side of Meridian street to the east side of Illinois street, the same being in Wm. H. Morrison's first addition to the city of Indianapolis, a plat of which is filed herewith, marked "A."

G. R. Root, lot 24; M. G. McLain, lots 25 and 26; L. J. Hunter, lot 15; Theodore Kruse, lot 14.

Councilman Edenharter offered the following motion; which was adopted:

That Wm. Tipton be, and is hereby, given permission to lay a bowldered driveway across the sidewalk on the east side of Noble street, south of Market street, under the direction of the City Civil Engineer.

Councilman Edenharter presented the following contracts and bonds; which were read and approved:

Contract and bond of James W. Hudson, for grading and graveling the roadway, bowldering and curbing the gutters, and paving with brick the sidewalks of Herman street, from Ohio street to the first alley north of Market street.

Bond, \$800.00; surety, L. A. Fulmer.

Contract and bond of George W. Buchanan, for grading and paving with brick, the sidewalks of Summit street, from Washington street to the C., St. L. & P. R. R. tracks. Bond, \$800.00; surety, James W. Hudson.

Councilman Haugh offered the following motion; which was adopted:

That the Street Commissioner be instructed to put a new trough on the public fountain in front of the Enterprise Hotel, on Massachusetts avenue.

Councilman Mack offered the following motion; which was adopted:

That the Street Commissioner be directed to lay stone crossings at the following places: On Morris street, across all streets and alleys from Meridian street to the J., M. & I. Railroad; on the east side of Meridian street across all streets from Morris street to the south side of Palmer street.

Councilman Newland offered the following motion; which was adopted:

That the Street Commissioner be, and is hereby, ordered to straighten the gutter across English avenue on the east side of Dillon street, so that it will run due south.

Councilman Herig presented the following petition; which was referred to the Committee on Sewers and Drainage:

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

Gentlemen:—The undersigned citizens of Indianapolis, and residents or property holders near the end of the sewer now being constructed on Ray street in said city respectfully respresent: That sewer, if constructed on the present plans, will cause the water carried off by it to be discharged upon the low ground lying along White river, and will remain stagnant at the mouth of said sewer, greatly to the detriment of the health of the neighborhood, and to the property in the vicinity. And we respectfully ask that such action be taken by you as will result in the ex-

tension of the mouth of said sewer, so that it may empty its contents into the channel of the river, and thus relieve that portion of our city from the infliction with which it is now threatened.

Respectfully submitted,

Henry Harms, R. M. Bolin, John W. Faber, James Tobin, T. W. McKenzie, John Ackermann, Fred. W. Gaul, Patrick Halloran, Patrick C. Leary, John D. Sullivan, John W. Jones, Henry Schoessler, Henry Telljohnn, John Beatty, Rich Austin, B. Clifford, L. E. Hellger, Wm. St. Clair, Thomas Hogan, Henry Hukried, Mrs. Stokes, Henry Jackson, John Griffin, John Aantrobus, George Gunkel, Mr. G. L. Lucas, Mrs. A. J. Records, George Reynolds, John Kossmann, James McGlaughlin, Mrs. J. Brennan, Maggie Schowe, Charles Mole, Hiram Seibert, J. V. McKernan.

Councilman Herig offered the following motions; which were adopted :

That the Street Commissioner lay double stone crossings on Illinois street across Ray street.

That Wm. Wundram be permitted to pave with brick the sidewalk alongside of his property on Wisconsin street, at his own expense, and under the direction of the City Civil Engineer.

Councilman Smith presented the following petition ; which was referred to the Committee on Judiciary and City Attorney :

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

Gentlemen.—The undersigned would respectfully represent to your honorable bodies, that Lot 13, in Seaton's subdivision of Lot 25, in Johnson heirs' addition to the City of Indianapolis, was assessed April 17th, 1876, for street opening, the sum of \$19.00. That at the time of said assessment said lot was owned by one Edward Reeves, who had no notice thereof. I am the present owner of said lot, and as said assessment is unpaid, I will pay \$5.00 in full discharge of said assessment, interest and costs.

Very respectfully,

Sept. 12th, 1887.

I. L. BLOOMER.

Councilman Smither offered the following motion ; which was adopted :

That the Street Commissioner be instructed to lay two stone crossings on California street across Pratt street.

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

That the City Civil Engineer be directed to erect a vapor light in front of number fifteen (15) Cedar street; *Provided*, That under contract between the city and the Sun Vapor Light Company now in force, the lamps have not been all placed under the direction of the City Civil Engineer.

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

That the Street Commissioner be, and is hereby, instructed to clean the gutters, and fill the schuck holes on Lord street, from Noble to Pine street; also Harrison street from Noble to Dillon street.

Councilman Stuckmeyer offered the following resolution; which was referred to the Committee on Water:

Resolved, That the Indianapolis Water Company be, and are hereby, directed to lay water mains in and along Huron street, from Virginia avenue to Dillon street.

The City Clerk is hereby directed to notify said Water Company of the passage of this resolution.

Councilman Stuckmeyer presented the following contract and bond; which was read and approved:

Contract and bond of J. L. Fisher & Co, for grading and graveling Eleventh street and sidewalks, from Central avenue to the L., E. & W. Railway tracks.

Bond, \$8,000.00; sureties, L. A. Fulmer and J. L. Spaulding.

Councilman Stuckmeyer offered the following motion; which was referred to the Committee on Streets and Alleys:

That the Engineer be instructed to delay action in locating the posts on Indiana avenue for the Postal Telegraph and Cable Company until further notified by the Common Council and Board of Aldermen.

Councilman Swain offered the following motion; which was adopted:

That Robert H. Frank et al. be permitted to grade and gravel the alley immediately south of his property on north New Jersey street, between Seventh and Eighth streets. The work to be done at their own expense, and under the direction of the City Civil Engineer.

Councilman Herig was excused from attendance during the remainder of the session.

Councilman Swain presented the following remonstrance; which was, together with the ordinance—S. O. 129, 1887—referred to the Board of Public Improvements:

To the Honorable Council of the City of Indianapolis:

Gentlemen.—We, the undersigned, owners of real estate on Alabama street, north of Seventh street, in said city, would, and do hereby, respectfully remonstrate against the proposed curbing alteration and change in said street, the same not being needed, and further, that any change of the width of said street would interfere with the travel on said street. As said street is only fifty feet wide now, and is already occupied by the street-car line, and the gutters are already bowldered and in good condition. So that said proposed change is not needed, and would necessitate a great expense on the owners of the adjacent real estate and would not be of any public benefit.

J. J. Traub, 40 feet; B. N. Goode, 40 feet; Mrs. J. N. Binford, 40 feet; Krug and Meyer, 80 feet; Wm. H. English, 280 feet; J. N. and Kate B. Hull, 120 feet; S. E. Tyler, 40 feet; D. Jenett Smith, 40 feet; H. S. Hutchins, 60 feet; R. H. Harper, 40 feet; Joseph A. Humphreys, 80 feet; A. M. Craig, 40 feet; Alice E. Nathene, 40 feet; Mary F. Muehl, 80 feet; A. H. Fletcher, 40 feet; H. C. Smither, of Sims & Smither, 40 feet; L. A. Harlan, 40 feet.

Councilman Swain presented the following communication; which was referred to the Special Committee on Natural Gas:

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

Gentlemen:—The Anderson Natural Gas and Oil Co., by resolution herewith transmitted, has signified its willingness to accept the ordinance relative to natural gas, as adopted by your honorable bodies, conditioned upon certain changes and amendments to such ordinance. The changes suggested, in our judgment, are such as do not in any manner, impair the effectiveness of the ordinance or deprive your citizens of a single safe-guard that you have seen fit to embody for their protection, and we suggest the proposed changes in a spirit of fairness and fair dealing between all parties interested.

The first change relates to the matter of the location of the principal office of the company. By our Articles of Incorporation, we are required to keep our principal or "home" office at Anderson, Indiana, and it can certainly work no detriment to your constituents to suffer the main office to continue at Anderson, provided an office of the company is kept and maintained in your city, where patrons and consumers would receive the same attention, as though the principal office was located in Indianapolis.

The second change suggested relates to that part of the ordinance permitting consumers to require a meter for meter measurement of gas consumed. To furnish such a meter as would be required, would entail an expense upon this, or any other company, that would be well calculated to deter us from attempting to supply your people with cheap fuel. In fact, we do not know of an effective natural gas meter, as the composition of natural gas is of such a character as to destroy, with very little service, the material which ordinarily enters into the construction of a meter. Necessarily, much changing and replacing of such meters would occur, and defective service, as with defective artificial gas meters, would occasion constant and growing dissatisfaction with the consumer. It places it within the power of the consumer to cause much and needless expense, and as the matter of accomplishing the result at which this company is bending its efforts, will require large expenditures of money, we trust that your good judgment will arrive at the propriety of amending the ordinance as suggested, and thus save the large outlay required for the furnishing of meters and keeping of a large supply on hand.

The third change in the ordinance relates to the annual tax of three (3) cents per foot upon the mains laid in your streets, after five years. We can see no good reason why any discrimination is made in the taxation of this kind of property as compared with other property. We are willing that the plant belonging to this company be taxed as taxes are ordinarily assessed, upon property embraced in more than one county, and that the assessment be based upon such valuation as may be determined by the law. A careful revision of your schedule of rates, convinces us that your ordinance was drafted by careful men, whose every effort was directed toward securing cheap fuel for your people at cheap prices. Comparison of the rates in your city with the rates elsewhere, shows a narrow margin of profit to the furnisher of the gas in your city, as compared with the profits to natural gas companies at other points, and with estimates based upon the cost of the entire plant and the probable patronage secured from your people, it is clear to us that the imposition of a tax of that amount, or, indeed, of any amount, would prove a burden that no company mindful of its own welfare and obligations would care to assume. Without the knowledge of the actual mileage of streets in your city, assuming there were but one hundred miles of main, there would be imposed a special tax of \$15,840.00 per annum, which your ordinance exacts at the hands of any person or company who have had the nerve and pluck to enter the lists and supply your homes and factories with cheap fuel. We respectfully suggest that you give this branch of your ordinance careful scrutiny, believing that equity and fair dealing with those willing to assume the great burden and responsibility of furnishing your citizens with cheap fuel at an early day, would demand that the concession asked for at your hands should be granted.

The fourth change suggested refers to the time in which work may be done upon the streets of your city, so that a company proposing to enter your city with natural gas may be permitted to continue its labors toward the desired result as late in the season as may be practicable, so that the many, instead of the few, can be using the fuel at the earliest possible day.

The fifth suggestion speaks for itself, and needs but little argument to convince you of the propriety of its adoption. The ordinance as adopted permits the furnisher of the gas to charge your schedule rates for what may be burned, the five summer months, where heaters and furnaces for residences, stores and offices are used. This company does not ask that much at the hands of the consumer, but ask that your established rates shall only apply, in such cases, to the months of May and September, and that no charge be made for any use of the gas in the months of June, July and August, no matter how much occasion may occur for its use in those months. This suggestion of change in your ordinance is wholly in the interest of the consumer, and, in our view, would be only fair and equitable in the adjustment of the interests of all concerned.

The sixth and last suggestion is also self explanatory. This, or any other company, who, in good faith, will lay five miles of pipe line main, from a recognized gas-producing region, with the intention and aim of furnishing natural gas to the "Capital City," would certainly be entitled to the benefits which would accrue, by reason of being permitted to hasten the work of completing the entire plant by engaging simultaneously in the work of piping the streets of your city. At this time, hours and days are of vital importance. Whatever is done must be done at an early day, and the work required to carry out this great plan must necessarily be pushed rapidly at all points, if your people desire natural gas in the coming winter.

Respectfully submitted,

C. T. DOXEY, President.

At a meeting of the Board of Directors of the Anderson Natural Gas and Oil Company, held at its office in Anderson, Indiana, on September 19th, 1887, the following resolution was adopted, to-wit:

Resolved, By the Board of Directors of the Anderson Natural Gas and Oil Company, that this company is willing and desirous of filing its acceptance of the provisions, terms and stipulations of the ordinance relative to natural gas, adopted by the Common Council and Board of Aldermen of the City of Indianapolis, Indiana, on May 22d, 1887, and will so file its acceptance of said ordinance; *Provided*, Said Common Council and Board of Aldermen will amend said ordinance in the following respects, viz:

1st. That the section of said ordinance requiring the principal office of the company accepting such ordinance, to be located in the city of Indianapolis, be amended so as to read: "that such company shall maintain an office in the city of Indianapolis."

2d. That the section of said ordinance permitting consumers the right to require meter measurement for gas consumed, be amended so as to require such meter to be furnished at the cost and expense of the consumer.

3d. That the section of said ordinance permitting the annual taxation, after five years, of three (3) cents per foot on mains laid in said city, be stricken out.

4th. That said ordinance be amended as to the limit of time in which work may be done upon the streets within the city limits, by substituting "January 1st" in lieu of December 1st.

5th. That the sections of said ordinance, establishing and permitting schedule rates to be charged for the use of heaters and furnaces, used exclusively for warming residences, stores and offices, for the five months from May 1st to October 1st of each year, be amended so as to read: "that said schedule rates shall apply only to the months of May and September of each year, as to such heaters and furnaces used from May 1st to October 1st, and that no charge be made therefor for the months of June, July and August of each year, and that the consumer shall have the right to use gas in those months without charge, should the season require its use."

6. That the section of the ordinance providing that no corporation shall exercise any rights in the city until it shall have a line of mains laid from some gas-producing region to the city limits, be amended so as to read: "that any company, etc, having filed its acceptance of the ordinance, and who shall have laid five miles of its pipe line mains from such gas-producing region, may simultaneously with the laying of said pipe line, proceed to lay mains in the city of Indianapolis, and exercise all the rights and privileges accorded by said ordinance."

A true copy from the record of said company.

[L. s.] Attest:

E. P. SCHLATER, Secretary.

Councilman Swain presented the following petition; which was referred to the Committee on Public Property:

To the Honorable Board of the Common Council of the City of Indianapolis:

Gentlemen:—The Undersigned petitioners, citizens of the 2nd Ward, respectfully ask for the removal of the cow pound to a more remote part of the city, as its present location is an unmitigated nuisance to the citizens in the immediate vicinity, and for which your petitioners will ever pray. Indianapolis, Sept. 9, 1887.

Respectfully,

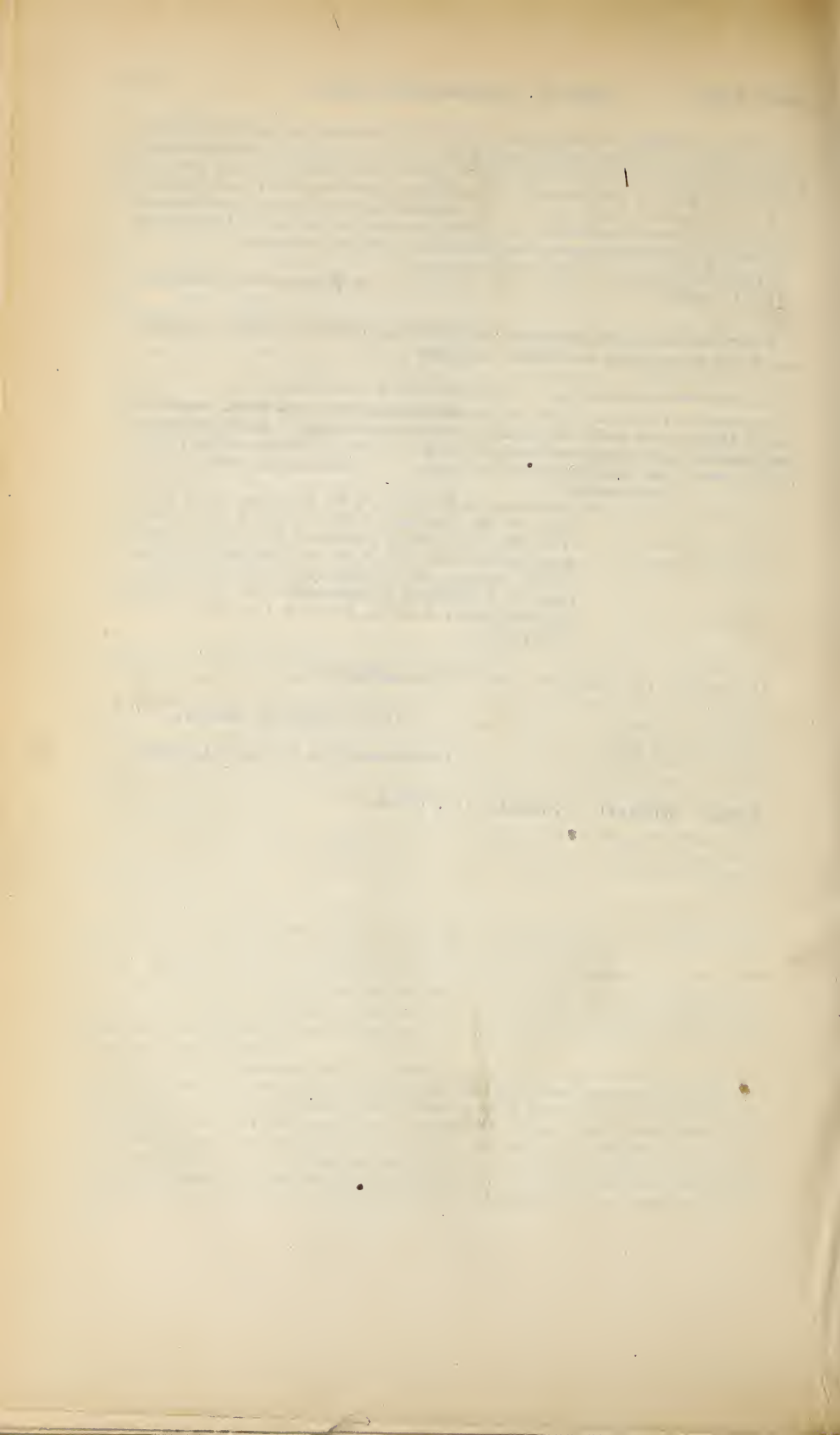
E. S. Folsom, J. F. Carter, S. W. Catterson, E. H. Williams, J. M. Cumback, A. M. Weed, T. L. Adams, O. S. Thornton, Dan'l Barnhizer, Wm. M. Cochran, John M. Bramwell, W. H. Smith, D. H. Oliver, P. H. and H. Jameson, A. I. Lyon, G. W. Crouse, E. Pasquier, T. P. Lanborn, B. Behymer, Cora Wood, L. C. Layman, James Johnson, Frank A. Dial, E. S. Swift, G. M. Sadler.

On motion, the Common Council then adjourned.

C. S. DENNY, Mayor,

President of the Common Council.

Attest: MICHAEL F. SHIELDS, City Clerk.



PROCEEDINGS OF BOARD OF ALDERMEN.

ADJOURNED SESSION—SEPTEMBER 19, 1887.

The Board of Aldermen of the City of Indianapolis, met in the Aldermanic Chamber, Monday evening, September 19th, A. D. 1887, at 7:30 o'clock, in adjourned session.

PRESENT—Hon. Thomas E. Endly, President of the Board of Aldermen, in the Chair, and Aldermen Brown, Crosby, King, Laut, Prier, Pritchard, Rail, Schmidt, and Wright—10.

ABSENT—None.

The Proceedings of the Board of Aldermen for the regular session held September 12th, 1887, having been printed and placed on the desks of the Aldermen, said Journals were approved as published.

The Clerk of the Board presented the following Invitation ; which was accepted, and the City Clerk instructed to so notify the Committee :

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

Gentlemen:—The Committee on Invitation, appointed by the General Executive Committee in charge of the reception of President Cleveland in this city, on Saturday, October 1st, 1887, hereby extends an invitation to all organized bodies, civil, military, political and municipal, to participate in said reception.

All organizations accepting this invitation, are requested to advise General Fred. Knefler, Chief Marshal, of such acceptance, not later than Tuesday, September 27th, stating the number of men to be provided with place in the procession, and whether or not the organization will be accompanied by a band.

President Cleveland comes to us as the guest of the people of the whole State. We earnestly urge that he be given such a welcome as will at once do fitting honor to the high position he holds, and reflect credit on Indiana as a host.

By order of Invitation Committee,

Indianapolis, Sept. 10, 1887.

J. F. PRATT, Chairman.

Alderman Schmidt presented the following petition ; which was read and received :

To the Committee on Streets & Alleys and Sewers & Drainage of the Board of Aldermen :

Gentlemen:—We, the undersigned, Knights of Labor, employed in the Haugh, Ketchum & Co's Iron Works at Haughsville, are anxious to have a street car line in operation from Indianapolis to Haughsville before next Winter, without regard to the name of the company operating the same. In bad weather, the journey from our homes to our work and back again, is a hard one, and we want relief in this matter, from whatever source it may come. We believe this to be the universal feeling among the workmen employed in the various shops at Haughsville.

Richard Harnisch, Fred. Schubert, J. G. Isgrigg, B. M. O'Connors, L. Wood, James Thompson, J. Blackwell, J. D. Migge, W. Ryster, W. Smith, P. Moor, Peter Griffin.

Alderman Schmidt presented the following communication ; which was read and received :

Lorenz Schmidt, Chairman of the Committee on Streets & Alleys and Sewers & Drainage of the Board of Aldermen.

The Deed to be given the Citizens' Street Railway Company under the following understanding :

The Street Car Company to have graded and graveled, in a manner satisfactory to Mr. Minkner, the land conveyed. This is to include a ten foot wide sidewalk, six (6) feet of which is to be graveled in the best manner, satisfactory to Mr. Minkner, leaving four (4) feet for the gutter.

The track or tracks to be laid, are to be located in the center of the street adjoining the land conveyed.

All grading and graveing, and all expenses whatsoever, to be defrayed by the Street Railway Company, and without any expense to Mr. Minkner, except the moving of the fence, the Street Car Company to pay one-half ($\frac{1}{2}$) of that.

Before work is begun, due notice must be given Mr. Minkner, so as to enable him to move fence.

The sidewalk to be built, must conform with the sidewalk on the west and north of the ground conveyed, and also with the walk on Bloomington street.

When street and track are completed, and cars running regularly over the land conveyed, the deed is to be delivered, provided the agreements specified are consummated.

If the track is not laid, and cars running as on a first-class line, and other acts done as herein specified, within ninety (90) days from the first (1st) day of September, 1887, then the deed is to be returned to Mr. Minkner, and the agreement to be null and void.

It is also understood that upon receipt of said deed by said company, said company are to immediately dedicate said land to the public, as a public highway or street.

Agreed to by Mr. Steele, for the Street Railway Company, in the presence of Mr. W. P. Herod, Mr. Minkner, this the 4th day of September, 1887.

CITIZENS' STREET RAILWAY COMPANY,

A. W. JOHNSON,
by W. T. Steele.

by W. T. STEELE, Manager.

I certify that the above is a true copy of the agreement held by me, and under which the deed from Wm. Minkner is to be delivered to the Citizens' Street Railway Co.

Sept. 17, 1887.

WILLIAM P. HEROD.

Alderman Rail, in behalf of a majority of the Committee on Streets & Alleys and Sewers & Drainage, and City Attorney, submitted the following report :

To the President and Members of the Board of Aldermen:]

Gentlemen:—The undersigned, Committee on Streets and Alleys, and City Attorney, to whom was referred the resolution ordering the Citizens' Street Railway Company to run a line to Haughsville, report that we have visited the ground and carefully examined the whole matter, and we are of the opinion that there is, and for a long time has been, great need of street car privileges at Haughsville, both for residents of that town and laborers who live in this city. There are no residences on Michigan-street between the river bridge and Haughsville, while on Vermont street, about 700 feet south of Michigan street, there are a large number of residences; besides, Vermont street is a good, level, open street, and abundantly wide enough for a street car line, and over it Haughsville would be equally as accessible from Washington street as over the proposed route on Michigan street. Besides, a franchise has been recently granted to the Indianapolis Cable Company over

Michigan street, and we think it would be an act of bad faith and bad policy, and an injury to all the citizens on the proposed Michigan street line between Woodruff Place and Haughsville, to grant the right proposed in said resolution.

Furthermore, since a part of the Lafayette Road has long since washed away in White River, the resolution should be so amended as to order the said company to proceed north on Bloomington street to the proposed street through Wm. Minkner's land; thence north on the Lafayette Road where available, to Vermont street; thence west on Vermont street to Belmont avenue; thence north to Michigan street. This route would accommodate the citizens in the part of the city west of the river, and especially the employes of the I. D. & S. Railway Company much better than the route proposed in the resolution.

Respectfully submitted,
WM. L. TAYLOR, City Attorney.

John Rail,
H. J. Prier,
Committee on Streets & Alleys and Sewers & Drainage.

Alderman Schmidt, Chairman of the Committee on Streets & Alleys and Sewers & Drainage, submitted the following minority report:

To His Honor, the President and Members of the Board of Aldermen:

Gentlemen:—The undersigned herewith presents his *minority* report, as follows:

I have carefully investigated the reasons urged for and against the passage of the resolution which was referred to the Committee on Streets & Alleys and Sewers & Drainage, and City Attorney, ordering the Citizens' Street Railway Company to lay tracks on some streets for the purpose of connecting their street railway system with the town of Haughsville, and in recommending the passage of said resolution as passed by the Common Council, I desire to briefly state my reasons and conclusions.

I find that the manufacturing establishments of Haughsville, who employ a large number of Indianapolis residents, are strongly in favor of this measure.

I find that a large number of residents, tax payers and voters of our city, who are employed in various capacities in Haughsville, urgently demand the granting of this privilege.

The reasons urged by both the manufacturers and working men for the passage of this measure, are: That thereby they will secure speedy and almost immediate connection with all parts of Indianapolis; that the working men will be spared the necessity of trudging miles of weary road on foot for coming to or returning from their daily labor, and that they will have the benefit of reaching all parts of Indianapolis for a single fare of five cents.

Incidentally it is remarked, that while they will be glad to have a competing line built to Haughsville, they have great doubt thereof, because the bonus of \$7,500.00 demanded by the new company for building said line, will not be paid; and without it the managers have declared that they will not undertake the building of said line at all.

But besides, a very large proportion of the employes of Haughsville who reside in Indianapolis, prefer a connection with the system of the Citizens' Street Railway Company, because a single fare of five cents will bring them near to their homes, while the new line would only accommodate them for perhaps half the distance, and would compel either a double fare or a walk to the part of the city where their residences are.

As a reason for not establishing a connecting street car line with one of the most flourishing of our suburbs and our city, it is urged that it would interfere with the privileges of the new company. It is certainly no legal bar, for we have given street privileges which were granted to, but not used by the Citizens' Street Railway Company, to the new company.

There can be just as little of a moral obligation, for we granted the charter to the new company because they promised more and better street car facilities, and especially in localities and on lines not provided for by the old company. Shall we now turn around and prevent the old company from establishing much needed facilities of great benefit to our own citizens and those of Haughsville, because the

new company also promises to establish a new connection? Are we to fight the much-complained-of monopoly of the old company by establishing a monopoly for the new company, before they have even built a single line? Would such a course benefit the business and welfare of our city and citizens?

There is also a petition before us asking us to refuse the establishing of an important link in our street car connection, because the Citizens' Street Railway Company refuses to promise to pay for paving Washington street between their tracks, as ordered by the city authorities. While I feel bound to stand by the opinion of our law officer (City Attorney), who has decided that said company is liable for such improvement, and am willing to enforce such liability by proper legal measures in the courts, I do not believe in the doctrine of cutting off noses to spite our faces. The question of liability for street improvements is a legal question, which ought and has to be settled in the courts. If said company is liable, they will certainly have to pay. If they are not liable, it is certainly not right to harrass, boycott and persecute them into assuming a liability which is not legally upon them. How would the petitioners, Messrs. Huegele, Delzell, L. S. Ayres and others, like it, if the city would attempt such a thing upon them? But this is even a worse case. We are asked to compel hundreds of worthy mechanics, laborers and other people, to trudge through the mud in Winter and dust in Summer, because there is a difference as to the legal liability for improvements on Washington street between the property owners on that street and the street railway company occupying part of said street! How would a petition to prevent a new railroad, opening new and important connections from coming into our city be looked at, simply because the petitioners had complaints to make of violations of contract by any or all of our present railroads?

I believe the reason urged against the passage of this resolution, will not stand investigation, and are certainly not in the general interest of the public.

I can not agree to the recommendation of the majority of this committee, because the change to Vermont street from Michigan street, will simply have the result of preventing or delaying this extension of our facilities. Vermont street is not improved, and the street railway company refuse, therefore, to lay their tracks on said street. If it was my intention, or if it was for the benefit of our city to delay and defeat this improvement by offering privileges that are not desired or asked for, and refusing those that are desired and asked for, I could vote for the amendment. Under the circumstances, I can not, and therefore recommend the passage of the resolution as it came from the Council.

Respectfully submitted, LORENZ SCHMIDT,
Ch'n. of the Committee on Streets & Alleys and Sewers & Drainage.

On motion by Alderman Pritchard, both reports were *non-concurred* in.

And on motion by Alderman Pritchard, the following resolution, which the Committee reported on, was then read:

WHEREAS, It is deemed expedient that a line of street railway should be constructed along Bloomington street to the old Lafayette Gravel Road, on the west bank of White River, thence northwest on said Lafayette Road to Michigan street; thence west on Michigan street to the town of Haughville; now therefore

Resolved, That the Citizens' Street Railway Company be ordered and directed to construct a line of street railway on at the following streets, to-wit:

Commencing at the intersection of west Washington and Bloomington streets; thence north on Bloomington street to the old Lafayette Gravel Road, on the west bank of White River; thence northwest on said Lafayette Road to Michigan street; thence west on Michigan street to the town of Haughville.

The City Clerk is hereby directed to serve a copy of this resolution, duly attested, on the President of said company, and to make proper return on said notice; and the President of said company is directed to properly notify the Common Council and Board of Aldermen of the said company's action hereon.

Alderman Pritchard offered the following amendment to the resolution :

Amend by striking out all after the word "thence," in line 6, and adding in place thereof, "that the said company proceed north on Bloomington street to the proposed street through William Minkner's land; thence north on the Lafayette Road where available, to the south side of Michigan street, and there terminate."

Which was adopted, by the following vote :

AYES, 10—viz: Aldermen Brown, Crosby, King, Laut, Prier, Pritchard, Rail, Schmidt, Wright, and President Endly.

NAYS—None.

And the resolution as amended, was then adopted, by the following vote :

AYES, 10—viz: Aldermen Brown, Crosby, King, Laut, Prier, Pritchard, Rail, Schmidt, Wright, and President Endly.

NAYS—None.

The Common Council being in Session in the Council Chamber, on motion by Alderman Pritchard, the Clerk was directed to submit to them at once, the resolution and action of the Board thereon.

Alderman Wright presented the following communication :

Indianapolis, Sept. 19th, 1887.

To the Honorable, the Mayor, the Common Council and

Board of Aldermen of the City of Indianapolis :

Gentlemen:—On the 26th day of July, 1887, I received from Michael F. Shields, City Clerk, a communication stating that at meetings of the Common Council and Board of Aldermen of the City of Indianapolis, held respectively July 18th and July 25th, 1887, the following motion was adopted :

"That the Indianapolis Union Railway Company be, and is hereby, requested to at once proceed to build the viaduct (over the Union Railway tracks between Meridian and Pennsylvania streets.)"

Prior to July 26th, 1887, the City Commissioners assessed the damages accruing to owners of real estate upon the route of the viaduct. Several of these property owners, viz: Messrs. George R. Root, William Dell, Frank M. Dell and Peter F. Bryce, appealed from the assessment of damages, and the appeals are undisposed of. The Union Railway Company is anxious to begin the work of constructing the viaduct, and to proceed with the construction as rapidly as practicable; but it is important to it that the damages to be paid to the property owners should be finally determined.

The fourth (4th) Section of the ordinance providing for the construction of the viaduct (General Ordinance No. 36, of 1886), provides that the Union Railway Company is not to pay the damages assessed until the amount shall have been finally determined.

The Board of Directors of the Indianapolis Union Railway Company, on the first instant, which was the first meeting of the Board since your resolution was passed, adopted the following preamble and resolution, to-wit:

"WHEREAS, The Indianapolis Union Railway Company is desirous of proceeding with the construction of the proposed viaduct between Meridian and Pennsylvania streets, and between Georgia and South streets, as provided for in General Ordinance No. 36, ordained June 14th and 15th, 1886; and

Whereas, Work can not be proceeded with because of the appeals taken by cer-

tain abutting property holders who claim to be damaged by the opening of said street; therefore be it

Resolved, That Vice President Malott is hereby instructed to make a proposition to the City Government to pay into the city treasury the sum awarded by the Commissioners, and proceed with the work: *Provided*, the city will assume the suits now brought by the parties contesting the Commissioners' award, and pay any excess over and above the amount thus paid into the city treasury."

If the Common Council and Board of Aldermen will accept this proposition of the Board of Directors of the Indianapolis Union Railway Company, the company will immediately pay into the city treasury the amounts assessed in favor of the abutting land holders, except the damages assessed in its favor, for which it makes no claim, and will immediately begin the construction of the viaduct, and will prosecute its construction as rapidly as practicable, so that if it is possible, it will be completed by the 1st day of May, 1888.

Very respectfully,

V. T. MALOTT, Vice President.

Alderman Wright introduced the following entitled ordinance; which was read the first time, and together with the communication, referred to the Committees on Railroads of both bodies, and the City Attorney and City Civil Engineer:

G. O. 35, 1887—An ordinance accepting the proposition of The Indianapolis Union Railway Company respecting the construction of the Viaduct between Meridian and Pennsylvania streets, and the opening of the new street between Georgia and South streets as provided for in General Ordinance number 36, ordained June 14 and 15, 1886.

Alderman Rail presented the following petition; which was granted:

To the Honorable, the Mayor, the Common Council and the

Board of Aldermen of the City of Indianapolis, Ind:

Gentlemen:—In accordance with the general plan for the improvement now in progress on the new Union Passenger Station, this company proposes to make, at its own expense, certain street improvements, for which a permit covering the following work, is respectfully requested:

The building of a brick and pipe drain for surface water, beginning at Pogue's Run on Meridian street, thence north to Louisiana street; thence west on Louisiana street to the catch-basin to be constructed at the northeast intersection of Louisiana street and the new street immediately east of the main building of the new station. Also, to pave with asphalt, fire brick, Medina stone or granite blocks, Louisiana street, between the curb lines from Meridian street to the new street east of the main building; thence between the curb lines on the new street to Jackson Place; thence between the curb lines on Jackson Place to Illinois street; thence on Illinois street south of the east side of tunnel entrance, between the masonry of tunnel and curb line to Louisiana street; thence west on the south side of Louisiana street between the curb line and street railway track to a line about 165 feet west of Illinois street, being in all about 5,200 square yards of street paving.

Also, to pave with asphalt, granolithic or concrete paving, all the sidewalk on the south side of Louisiana street, from Meridian street west to the main building; thence around the main building; (thence west on the south walk on Louisiana street to line about 165 feet west of Illinois street, being in all about 3,700 square yards of sidewalk paving.

Also, to set curb on south curb line on Louisiana street and around main building, all as shown on the general plan, and in accordance with grades shown thereon.

This company would further represent that it desires to prosecute to completion before freezing weather, if possible, the work above named.

Very respectfully,

THE INDIANAPOLIS UNION RAILWAY COMPANY,

By V. T. MALOTT, Vice President.

Alderman Laut, in behalf of a majority and minority of the Committee on Railroads and Public Charities, submitted the following reports :

To the President and Members of the Board of Aldermen :

Gentlemen:—Your Railroad Committee to whom was referred the resolution from the Council on conductors or fare carriers on cars, recommend that the same be passed.

Respectfully submitted,

W. H. Laut,
M. L. Brown,
Committee on Railroads.

I *non-concur* in the above report, for the reason that the committee has not been called together.

LORENZ SCHMIDT,
a member of the Committee on Railroads.

On motion by Alderman Laut, the minority report was *non-concurred* in, and the majority report adopted.

Alderman Pritchard, in behalf of a majority of the Committee on Judiciary and Ordinances, submitted the following report :

To the President and Members of the Board of Aldermen :

Gentlemen:—Your Judiciary Committee to whom was referred Council papers on the subject of platforms, report the following resolution, and recommend its passage.

Respectfully submitted,

James A. Pritchard,
Lorenz Schmidt,
Committee on Judiciary.

Resolved, That the Citizens' Street Railway Company be, and they are hereby, instructed to begin at once, and build as rapidly as possible, rear platforms on all the cars used on all the lines in this city, like those now in use on the latest improved cars on the Massachusetts avenue line. And the City Clerk is hereby instructed to prepare duplicate copies of this resolution, and serve one of them upon said company, and indorse his return upon the other, showing upon whom the same was served, the date thereof, and report the same to the Council and Board of Aldermen.

Alderman Wright, of the same Committee, submitted the following minority report :

To the President and Members of the Board of Aldermen :

Gentlemen:—As one member of the Judiciary Committee, to whom was referred the following resolution :

“WHEREAS, Section four of the ordinance of January 18th, 1864, entitled ‘An ordinance authorizing the construction, extension and operation of certain passenger railways in and upon the streets of the City of Indianapolis,’ provides, among other things, that cars and carriages for the purpose of transporting passengers, shall be of the best style and class used on such railways in other cities; and

Whereas, Such best style and class of cars uniformly have rear platforms attached thereto; and

Whereas, In this city all rear platforms have been taken off of the cars, greatly to the inconvenience and annoyance and danger of the traveling public, and especially to women and children; therefore

Resolved, That the Citizens' Street Railway Company be, and they are hereby, instructed to at once build rear platforms on all cars used on all the lines in this city. And the City Clerk is hereby instructed to prepare duplicate copies of this resolution, and serve one of them upon the company, and indorse his return upon the other, showing upon whom the same was served, the date thereof, and report the same to the Common Council and Board of Aldermen.”

I recommend that the action of the Council be concurred in, and the resolution be adopted

Respectfully submitted,

G. S. WRIGHT,
of the Committee on Judiciary.

WM. L. TAYLOR, City Attorney.

Alderman Wright moved to concur in the minority report.

Which failed of adoption, by the following vote :

AYES, 5—viz: Aldermen Brown, Prier, Rail, Wright, and President Endly.

NAYS, 5—viz: Aldermen Crosby, King, Laut, Pritchard, and Schmidt.

Alderman Pritchard moved to refer both reports to the Committee on Railroads and Public Charities.

Which failed of adoption, by the following vote :

AYES, 3—viz: Aldermen Crosby, King, and Pritchard.

NAYS, 7—viz: Aldermen Brown, Laut, Prier, Rail, Schmidt, Wright, and President Endly.

Alderman Rail moved to refer both reports to the Committee on Streets & Alleys and Sewers & Drainage, and City Attorney.

Which was adopted.

MESSAGES AND PAPERS FROM THE COMMON COUNCIL.

The following message was read and received :

To the President and Members of the Board of Aldermen :

Gentlemen:—I submit herewith the following papers for your consideration, favorably passed upon by the Common Council, at a regular session held this, Monday evening, September 19th, 1887.

For the Common Council : MICHAEL F. SHIELDS, City Clerk.

The following entitled ordinance (passed by the Common Council) was read the first time :

Ap. O. 53, 1887—An ordinance appropriating the sum of eight hundred and forty (\$840,00) dollars to pay the interest on certain outstanding bonds, falling due October 1st, 1887.

On motion by Alderman Brown, the Rules were suspended for the purpose of placing the above entitled ordinance on its final passage, by the following vote :

AYES, 10—viz: Aldermen Brown, Crosby, King, Laut, Prier, Pritchard, Rail, Schmidt, Wright, and President Endly.

NAYS—None.

Ap. O. 53, 1887, was then read the second and third times and passed, by the following vote :

AYES, 10—viz: Aldermen Brown, Crosby, King, Laut, Prier, Pritchard, Rail, Schmidt, Wright, and President Endly.

NAYS—None.

The resolution naming the places for holding the General City Election, to be held Tuesday, October 11th, 1887, (see pages 649, 650 and 651, *ante*), was read, and the resolution concurrently adopted, by the following vote:

AYES 10—viz: Aldermen Brown, Crosby, King, Laut, Prier, Pritchard, Rail, Schmidt, Wright, and President Endly.

NAYS—None.

The resolution appointing Inspectors and Judges of the General City Election, (see pages 651 and 652, *ante*), was read.

Alderman Rail moved that the resolution be referred to a committee of four members, to report thereon within fifteen minutes.

Which was adopted.

The President appointed Aldermen Pritchard, Brown, Rail and Crosby as such committee.

A recess was then taken until the committee was ready to report.

The committee reported, and recommended the following amendments to the resolution: To strike out the name of Morris Mack as Inspector of the First Precinct of the Twenty-fifth Ward, and substitute the name of Patrick Kelly; and to strike out the names of Horace Stout and Patrick Kelly as Judges in the same Precinct and Ward, and to substitute the names of Morris Mack and John Glukert.

Which amendments were adopted.

And the resolution, as amended, was then adopted, by the following vote:

AYES, 9—viz: Aldermen Brown, Crosby, King, Laut, Prier, Pritchard, Schmidt, Wright, and President Endly.

NAYS, 1—viz: Alderman Rail.

On motion, the Board of Aldermen then adjourned.

THOMAS E. ENDLY, President.

Attest: JOSEPH T. FANNING, Clerk.