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| 1 Paver type concrete mixer with 200 feet of 2 inch water pipe and 50 feet of hose, per day..... | 20.00 |
| 2 One cubic yard drop bottom concrete buckets, per day, each | .50 |
| 1 40 H. P. horizontal steam boiler on skids, per day..... | 2.00 |
| 1 Gasoline pump, plunger type, 4 inch discharge, on wheels together with 20 feet of hose on each end, per day..... | 2.00 |
| 1 Gasoline pump, centrifugal type, 6 inch discharge, on wheels together with 20 feet of hose on each end, per day..... | 2.50 |
| 1 Gasoline type saw rig with three 16 inch rip saws, one 20 inch cross cut saw and three 3/4 inch band saw. Rig to be combination band and cross cut type, per day..... | 1.50 |
| 1 Steam pile hammer — 9B2 McKiernan and Terry or equal with leads and steam hose, per day..... | 7.00 |
| 1 Pile extractor, McKiernan and Terry or equal with steam hose, per day..... | 7.00 |

Sec. 2. That the cost of hiring said equipment shall be paid from the funds appropriated by ordinance No. 429-32, passed September 19, 1932, to cover the cost of said construction.

Sec. 3. That for the reasons stated in the preamble hereto this ordinance is declared to be an emergency measure and shall take effect and be in force from and after its passage and approval by the mayor.

Passed October 10, 1932.

JOHN M. LEWIS,
President of Council.

Approved October 10, 1932.

HENRY W. WORLEY, Mayor.

Attest: SAMUEL J. WILLIS, City Clerk.

AN ORDINANCE No. 455-32—To vacate portions of certain streets and alleys, as herein described, in connection with grade elimination proceedings.

Whereas, on the 10th day of October, 1932, a petition by the owners of all the lots and lands abutting on the portions of the streets and alleys in the city of Columbus, as fully described and set forth in section 1 of this ordinance, was duly presented to council praying and consenting that said streets and alleys between the points named be vacated; and,

Whereas, council upon hearing, is satisfied that there is good cause for such vacation as prayed for, that it will not be detrimental to the general interest and ought to be made; now, therefore,

Be it ordained by the council of the city of Columbus:

Section 1. That all that portion of Grant avenue between the north line of Seventeenth avenue and the south line of Twentieth avenue, all in Koebel's Indianola addition;

Also all that portion of the second fifteen foot alley north of Seventeenth avenue lying between the east line of Grant avenue and the west line of the alley west of Korbel avenue, all in Koebel's Indianola addition;

Also all that portion of the fifteen foot alley west of Grant avenue between the south line of lot 64 and the north line of lot 1, all in Koebel's Indianola addition;

Also all that portion of the first fifteen foot alley north of Seventeenth avenue lying between the east line of Grant avenue and the west line of the alley west of Korbel avenue;

Also all that portion of the first fifteen foot alley north of Seventeenth avenue lying between the west line of Grant avenue and the east line of the alley west of Grant avenue, all in Koebel's Indianola addition;

Also all that portion of the second fifteen foot alley north of Seventeenth avenue lying between the west line of Grant avenue and the east line of the alley west of Grant avenue, all in Koebel's Indianola addition;

Also all that portion of Twentieth avenue lying between the west line of Grant avenue and the east right of way line of the Cleveland, Cincinnati, Chicago and St. Louis Railway company, all in Koebel's Indianola addition;

Also all that portion of Bonham avenue, between the east line of lot 45, produced southwardly, and the east

right of way line of the Cleveland, Cincinnati, Chicago and St. Louis Railway company, all in Benjamin Monett's State Fair Park addition;

Also all that portion of the twenty foot alley west of Daugherty avenue between the north line of Bonnam avenue and the north line of lot 49, produced westwardly, all in Benjamin Monett's State Fair Park addition;

Also all that portion of the twenty foot alley west of Daugherty avenue between the south line of Dow avenue and the north line of the alley south of Dow avenue, all in Benj. Monett's State Fair Park addition;

Also all that portion of the fifteen foot alley north of Dow avenue lying between the east line of the alley (vacated in 1906) west of Daugherty avenue and a north and south line sixteen feet west of the east line of lot 55, all in Benj. Monett's State Fair Park addition;

Also all that portion of Daugherty avenue between the south line of Dow avenue and the south line of the alley south of Dow avenue, all in Benj. Monett's State Fair Park addition;

Also all that portion of Dow avenue between the west line of Daugherty avenue and the west line of the alley west of Daugherty avenue, which line is also the east right of way line of the Cleveland, Cincinnati, Chicago and St. Louis Railway company, all in Benj. Monett's State Fair Park addition;

Also all that portion of the fifteen foot alley south of Dow avenue between the west line of Daugherty avenue and the east right of way line of the Cleveland, Cincinnati, Chicago and St. Louis Railway company, all in Benj. Monett's State Fair Park addition;

Also all that portion of the first fifteen foot alley south of Dow avenue between the west line of Fields avenue and the west line of lot 125 produced southwardly, all in Benj. Monett's State Fair Park addition;

Also all that portion of the second alley south of Eleventh avenue, which alley is ten feet wide and is also north of and adjoining the north line of the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, lying between the east line of Fields avenue and the west line of Ohlen avenue, all in Wilson Field's and Jacob S. Roloson's additions;

Also all that portion of the second alley south of Eleventh avenue which alley is ten feet wide and is also north of and adjoining the north line of the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, lying between the east line of Ohlen avenue and the west line of Grogan avenue, all in Jacob S. Roloson's addition;

Also all that portion of the second alley south of Eleventh avenue, which alley is ten feet wide and is also north of and adjoining the north line of the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, lying between the east line of Grogan avenue and the west line of the alley west of Oxford street, all in the Jacob S. Roloson's addition;

Also all that portion of the third alley south of Eleventh avenue, which alley is fifteen feet wide and is also north of and adjoining the north line of the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, lying between the west line of the alley west of Oxford street and the west line of Oxford street, all in Benj. Monnett Jr.'s Centennial Park addition;

Also all that portion of the third alley south of Eleventh avenue, which alley is fifteen feet wide and is also north of and adjoining the north line of the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, lying between the east line of Oxford street and the west line of Essex avenue, all in Benj. Monett Jr.'s Centennial Park addition;

Also all that portion of the fifteen foot alley west of Ohlen avenue lying between an east and west line parallel to and sixteen feet south of the north line of lot 20 and a line parallel to and fifteen feet south of the north line of lot 21, which line is also the south

terminus of said alley, all in Wilson Fields addition;

Also all that portion of the first alley south of Eleventh avenue lying between Fields avenue and the alley west of Ohlen avenue, said alley being a fifteen foot strip off the north side of the original lot 21, Wilson Fields addition;

Also all that portion of Ohlen avenue lying between a line parallel to and sixteen feet south of the north line of lot 30 and the north line of the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, all in Jacob S. Roloson's addition;

Also all that portion of the fifteen foot alley west of Grogan avenue lying between a line parallel to and sixteen feet south of the north line of lot 50 and the north line of the second alley south of Eleventh avenue which line is also the south line of lot 54 produced eastwardly, all in Jacob S. Roloson's addition;

Also all that portion of Grogan avenue lying between a line parallel to and sixteen feet south of the north line of lot 70 and the north line of the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, all in Jacob S. Roloson's addition;

Also all that portion of the fifteen foot alley west of Oxford street lying between a line parallel to and sixteen feet south of the north line of lot 25 and north line of the third alley south of Eleventh avenue which line is also the south line of lot 29 produced westwardly, all in Benj. Monett Jr.'s Centennial Park addition;

Also all that portion of Oxford street lying between a line parallel to and sixteen feet south of the north line of lot 25 and the north line of the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, all in Benj. Monett Jr.'s Centennial Park addition;

Also all that portion of the alley west of Essex avenue lying between a line parallel to and sixteen feet south of the north line of lot 61 and the north line of the third alley south of Eleventh avenue which line is also the south line of lot 67 produced westwardly, all in Benj. Monett Jr.'s Centennial Park addition;

Also all of the fifteen foot alley west of Essex avenue and extending for a distance of two hundred and fifty-three and five-tenths feet north of the north line of Eighth avenue, including turning basin at north end thereof, the west line of said alley being located one hundred and thirty-two and one-half feet west of the west line of Essex avenue;

Also all that part of Ohlen avenue lying between the south line of the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, and a line parallel to and seventy feet south of said south line of original right of way, said last mentioned line being two hundred and four feet north of the north line of Eighth avenue;

Also all that part of A. Dow et al. Centennial Park addition, including streets and alleys, bounded on the east by Cleveland avenue, on the south by the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, on the west by Essex avenue and on the north by the south line of the first alley south of Bonnam avenue and by the south line of lot 170;

Also all that portion of the twenty foot alley east of Cleveland avenue lying between the north line of lot 15 extended and the south line of lot 8 extended, all in Sarah A. & C. Shoemaker's addition;

Also all of the un-named fifty foot public street north of Camden avenue from the east line of Cleveland avenue to the west line of the alley east of Cleveland avenue in Sarah A. & C. Shoemaker's addition;

Also all that part of the sixteen foot alley south of Bonham avenue between the west line of St. Clair avenue and a line parallel to St. Clair avenue and sixteen feet east of the S. W. corner of lot 29, all in Granite Improvement company's Bonham subdivision;

Also all that portion of the twenty

foot alley west of Cleveland avenue lying between the south line of the original right of way of The Pennsylvania, Ohio and Detroit Railroad company, and a line parallel to and one hundred and sixty feet south thereof, the easterly line of said vacated portion extending from a point sixteen and forty-four hundredths feet north of the southwest corner of lot 33 to the northerly line of lot 36 of Samuel Doyle's subdivision;

Also all that portion of Wyandotte avenue lying between the easterly line of the right of way of the Cleveland, Cincinnati, Chicago and St. Louis Railroad company, and the westerly line of the right of way of The Pennsylvania, Ohio and Detroit Railroad company,

be and the same are hereby vacated; provided, however, that all rights now existing in said streets and alleys for the operation and maintenance of sewers, etc., existing therein be and the same are hereby reserved and the owners thereof shall have the continued right to maintain, operate, repair and clean said sewers, etc.

Sec. 2. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed October 10 1932.

JOHN M. LEWIS,
President of Council.

Approved October 10, 1932.

HENRY W. WORLEY, Mayor.

Attest: SAMUEL J. WILLIS City Clerk.

AN ORDINANCE No. 456-32—To authorize payment of the claim of Agnes Hopkins.

Whereas, on or about the 20th day of September, 1932, at about 2:15 p. m., the Chevrolet coach motor vehicle owned by Agnes Hopkins was damaged by reason of being struck by a trailer in the division of street cleaning while said Chevrolet coach motor vehicle was parked on the north side of East Fourth avenue in front of No. 672; and

Whereas, said Agnes Hopkins, through no negligence of her own, has suffered damages to her Chevrolet coach motor vehicle by reason of said motor vehicle being struck by a trailer in the division of street cleaning, as hereinabove set forth, in the reasonable compromised sum of \$10; now, therefore,

Be it ordained by the council of the city of Columbus:

Section 1. That the claim of Agnes Hopkins in the sum of \$10, for damages to her Chevrolet coach motor vehicle, sustained by reason of the said Chevrolet coach motor vehicle being struck by a trailer in the division of street cleaning, as hereinabove set forth, be and the same is hereby recognized as a moral obligation of the city of Columbus, Ohio.

Sec. 2. That for the purpose of paying said claim there be and hereby is appropriated from department No. 67, 010-D-9 fund, the sum of \$10.

Sec. 3. That the city auditor be and he is hereby authorized and directed to draw his warrant upon the city treasurer in the sum of \$10 in payment of said claim, upon receipt of voucher approved by the director of public service, and a release properly executed by the said Agnes Hopkins from all damages arising out of said accident.

Sec. 4. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed October 10 1932.

JOHN M. LEWIS,
President of Council.

Approved October 10, 1932.

HENRY W. WORLEY, Mayor.

Attest: SAMUEL J. WILLIS, City Clerk.

AN ORDINANCE No. 457-32—To accept the deed of The Pennsylvania, Ohio and Detroit Railroad company, a corporation, dated September 23, 1932, and to dedicate the premises therein conveyed to public use for alley purposes.

Be it ordained by the council of the city of Columbus:

Section 1. That the deed of The Pennsylvania, Ohio and Detroit Railroad company, a corporation, dated September 23, 1932, for the following described real estate:

All those ten certain pieces or parcels of land situate in the city of Columbus, in the county of Franklin and state of Ohio, separately described as follows, viz:

Parcel number one—A strip of land sixteen feet wide off the east side of lot number 55, Benjamin Monett's State Fair Park addition, of record in plat book 5, page 486, Franklin county records, containing two thousand ninety-six square feet, more or less.

Parcel number two—A strip of land sixteen feet wide off the north side of lot number 20, Wilson Field's addition, of record in plat book 4, page 16, Franklin county records, containing one thousand six hundred square feet, more or less.

Parcel number three—A strip of land sixteen feet wide off the north side of lot number 30, Jacob S. Roloson's addition, of record in plat book 3, page 403, Franklin county records, containing one thousand nine hundred and eighty-four square feet, more or less.

Parcel number four—A strip of land sixteen feet wide off the north side of lot number 50, Jacob S. Roloson's addition, of record in plat book 3, page 403, Franklin county records, containing one thousand nine hundred and twenty square feet, more or less.

Parcel number five—A strip of land sixteen feet wide off the north side of lot number 70, Jacob S. Roloson's addition, of record in plat book 3, page 403, Franklin county records, containing one thousand nine hundred and twenty square feet, more or less.

Parcel number six—A strip of land sixteen feet wide and forty-five feet long lying between Grogan avenue and the alley west of Oxford street, and being a part of Jacob S. Roloson's reserve as recorded in plat book 3, page 403, Franklin county records, the south line of said strip being parallel with and one hundred and seventy-nine feet north of the original north right-of-way line of The Pennsylvania, Ohio and Detroit Railroad company, said strip containing seven hundred and twenty square feet, more or less.

Parcel number seven—A strip of land sixteen feet wide off the north side of lot number 25, Benjamin Monett Jr.'s Centennial Park addition, of record in plat book 4, page 110, Franklin county records, containing one thousand six hundred and eighty square feet, more or less.

Parcel number eight—A strip of land sixteen feet wide off the north side of lot number 36, Benjamin Monett Jr.'s Centennial Park addition, of record in plat book 4, page 110, Franklin county records, containing two thousand square feet, more or less.

Parcel number nine—A strip of land sixteen feet wide off the north side of lot number 61, Benjamin Monett Jr.'s Centennial Park addition, of record in plat book 4, page 110, Franklin county records, containing two thousand square feet, more or less.

Parcel number ten—A triangular parcel of land being a part of lot number 29, Granite Improvement company's Bonham's subdivision, as recorded in plat book 13, page 21, Franklin county records, and more particularly described as follows: Beginning at the southwesterly corner of said lot number 29; thence northeasterly, along the northwesterly line of said lot, sixteen feet to a point; thence southeasterly, fifteen feet and nine one hundredths of a foot to a point in the southerly line of said lot; and thence westwardly, along said southerly line of lot, sixteen feet to the place of beginning, containing one hundred and six square feet, more or less.

be and the same is hereby accepted and the premises so conveyed are hereby dedicated to public use for alley purposes, subject to the provisions and conditions contained in said deed.

Sec. 2. That this ordinance shall take effect and be in force from and

after the earliest period allowed by law.

Passed October 10, 1932.

JOHN M. LEWIS,
President of Council.

Approved October 10, 1932.

HENRY W. WORLEY, Mayor.

Attest: SAMUEL J. WILLIS, City Clerk.

RESOLUTIONS

Be it resolved by the council of the city of Columbus:

That the salaries of the officers and employees in the office of the city clerk as fixed by ordinance No. 448-32, passed September 26, 1932, shall take effect October 1, 1932.

Adopted October 10, 1932.

JOHN M. LEWIS,
President of Council.

Approved October 10, 1932.

HENRY W. WORLEY, Mayor.

Attest: SAMUEL J. WILLIS, City Clerk.

Be it resolved by the council of the city of Columbus:

That the salary of the assistant secretary to the mayor, as fixed by ordinance No. 423-32, passed September 19, 1932, shall take effect as of October 1, 1932.

Adopted October 10, 1932.

JOHN M. LEWIS,
President of Council.

Approved October 10, 1932.

HENRY W. WORLEY, Mayor.

Attest: SAMUEL J. WILLIS, City Clerk.

Be it resolved by the council of the city of Columbus:

That the director of public safety be and he is hereby requested to direct the chief inspector of the division of building regulation to issue a permit to the Dunkle Baking company to erect a two-car garage on each of three lots west of Earl Dunkle residence at 89 Frebis avenue, the same to be built of concrete block.

Be it further resolved that the said director of public safety and the chief inspector of the division of building regulation be and they are hereby absolved of all responsibility of this digression from the established law.

Adopted October 10, 1932.

JOHN M. LEWIS,
President of Council.

Attest: SAMUEL J. WILLIS, City Clerk.

Be it resolved by the council of the city of Columbus:

That the cement sidewalk on the north side of Broad street from Douglass street to Miami avenue shall be repaired in accordance with the plans and specifications therefor, on file in the office of the department of public service, in front of the following lots and lands, to-wit:

John W. Baker's Australia addition, lots 3 and 4.

That notice be served upon the owner of each parcel of land abutting said sidewalk of the adoption of this resolution, in the manner provided by law.

Adopted October 10, 1932.

JOHN M. LEWIS,
President of Council.

Approved October 10, 1932.

HENRY W. WORLEY, Mayor.

Attest: SAMUEL J. WILLIS, City Clerk.

NOTICE

Notice is hereby given that the estimated assessment of the cost and expense of improving Wall street from Jenkins avenue to Markison avenue, in the city of Columbus, Ohio, upon the lots and lands specially benefited and to be charged therewith as set forth in an ordinance No. 138-31, determining to proceed with said improvement, passed April 13, 1931, has been made and reported to council and said estimated assessment is now on file in the office of the city clerk in the city hall building, Columbus, Ohio,