

# DAILY JOURNAL.

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THURSDAY, JUNE 1, 1893.

## A DEFINITE PERIOD FOR TARIFFS.

The Review of Reviews discussing our tariff laws says that the worst thing about them is the fact that they are not enacted for a definite period. Every item in every schedule ought to have a time-limit fixed, at the end of which it would expire unless renewed by express act. When the government places a certain specified import duty upon a given article, it virtually enters into contract relation with three classes of people. These are: 1, The foreign manufacturers; 2, the importing merchants; and 3, the American manufacturers. This country is engaged in a large foreign trade, and it is absurd to look with unfriendly eyes upon European manufacturers who make goods to sell in our markets. When we fix a duty upon foreign goods we create a condition to which the foreign manufacturer for the American market must adjust his methods of production. We serve notice upon the importer, through whose hands these foreign goods pass, that his position in the market must be modified by the fact of the new rate of import tax. Upon American capital and labor we serve notice that their position in the home market as regards that particular kind of commodity will be materially affected by the amount of discriminating tax levied upon the foreign competitor. When once the duty is duly fixed and has become a part of the working law of the land, it is neither good public policy nor is it good morals to change it capriciously. It amounts in morals to a breach of contract with the entire business community. If the government chooses to prescribe the directions in which the industrial life of the country shall flow, it should enter this domain in an orderly and a calculable manner. Otherwise, it should keep its hands off. Whatever arguments there may be for a consistent and well-established system of protection, there can be no possible arguments for a wobbling and uncertain policy.

## THE PARALYSIS OF BUSINESS.

The Diamond Plate Glass Works at Kokomo have closed down, it is said, for thirty days. One of the officials of the Works the other day gave to the *Tribune* of that city the cause. He said: "The plate glass market is paralyzed and there is no demand for glass, comparatively. The financial flurry and the uncertain policy of the government on money matters has practically stopped new construction in the business building line, more especially in the higher grades, stopping our trade. Builders are abandoning their projects, or changing their plans to use a cheaper grade of material. We have frequently had more finished plate in stock than now but the demand was steady and we were safe in continuing the manufacture. Now it is altogether different. It would be instantly pure and simple for us to go on piling up stock in our warehouses with none going out. Then, there is the menacing attitude of the Democratic Congress and President Cleveland on the tariff question. That, together with their vague and distrustful financial policy, hangs over the country like a black pall. We propose to take in our China shop out of the way of the bull, and brace ourselves for the coming storm. We have too much capital invested to be sacrificed in such a way. We will resume work at the earliest moment conditions warrant, but not before. Five of the top plate glass factories in America are now closed and the other five are getting ready to shut down."

That tells the whole story in a nutshell. The threatening attitude of the Administration on both the financial and tariff questions is paralyzing the manufacturing, commercial and financial interests all over the country. Capital is taking in sail preparatory to the coming storm.

SECRETARY HOKE SMITH made a pension ruling Saturday that will cut off many veterans from the benefits accruing to them from the result of their service in the late war. The decision was to the effect that applicants must be incapacitated from manual labor before they can be eligible to a pension. The secretary further held that partial disability not of service origin will not be considered as sufficient to establish a claim. It is believed by those who have made the subject a study that this decision will reduce the payments of pensions under the act of June 27, 1890, between \$20,000,000 and \$30,000,000.

DEMOCRATS have been for months and months groaning over "a bankrupt treasury" and now one of their organs asserts that "it will take two months and a half, with forty expert clerks, to count and weigh the money in the treasury at Washington." Thirty-two years ago when the Democrats turned the government over to the Republicans one expert clerk could have counted the money in the treasury in just two minutes and a half. Make a note of this fact.

KOKOMO investigated the cost of a garbage cremator plant and found that it would cost \$6,000, thereupon it was the plant that was cremated and not the garbage.

World's Fair guides charge fifty cents an hour. The average sight-seer can probably see everything that he will have time to see without a guide.

## FROM HOOSIERDOM.

### Telegraphic News of Interest to Indianians.

**Shot His Friend in a Quarrel.**  
BRAZIL, Ind., June 1.—Lesslie Bell was instantly killed Wednesday afternoon on the road from Caseyville to Cardonia by James Johnson. Bell is a prominent business man of Cardonia and the news of the murder caused intense excitement. Bell and Johnson have been warm friends and went out hunting Wednesday morning. On their return in the afternoon they passed through Caseyville and stopped in a store and began discussing a chicken fight which occurred there a few days ago. Both became angry, but finally ceased quarreling and started for Cardonia. They had gone only a few steps when Johnson pressed the muzzle of his double-barrel shotgun to Bell's stomach and discharged both barrels. Several men who were near by rushed to the scene, but by that time Johnson had reloaded his gun and succeeded in holding them at bay until he got a good start. Then he ran for the woods and disappeared. Officers from this city immediately started in pursuit of Johnson. He resides with his parents in this city. Bell leaves a wife and a small family.

**Stopped the Fort Wayne Cars.**  
FORT WAYNE, Ind., June 1.—The Fort Wayne Electric Street Railroad company attempted to break the strike Wednesday at 9 a. m. by running out cars manned by nonunion men. The first car was stopped by 500 excited union men and it was taken back to the barn. The next two cars met with a like fate. This was kept up until 1 p. m., when rioting with eggs being thrown in earnest. No cars were run after 2 p. m. Mayor Zellinger issued a proclamation that all mobs must disperse from the streets this morning, when another attempt will be made to run the cars with the aid of the police and sheriff's posse.

**Young Barristers Take Degrees.**  
VALPARAISO, Ind., June 1.—The fourteenth annual commencement exercises of the Northern Indiana law school in the new college auditorium Wednesday night were attended by over 2,000 people. An address was delivered by T. E. Howard, judge of the supreme court of Indiana, followed by addresses to the class by Mark L. De Motte, dean of the law school. There were twenty-five graduates, representing twelve states, the following being from Indiana:

D. D. Bates, South Bend; A. Duncan, Odell; P. H. Hawkins, Valparaiso; J. A. May, Lima; W. D. McConnell, Sidney; H. Spink, Valparaiso; H. Wallace, Sherburn; H. A. Wright, Valparaiso.

**Suit Against Congressman Conn.**  
ELKHART, Ind., June 1.—Eugene Vandenberg, of Philadelphia, and Marie Wartz, of Chicago, heirs of Eugene Dupont, the inventor, who died in March, 1888, at Washington, D. C., brought suit Tuesday in the United States district court to recover damages to the amount of \$75,000 from Congressman C. G. Conn, of Elkhart, Ind., manufacturers of musical instruments. The complainants state that since the death of the father, Eugene Dupont, Conn has failed to pay the royalty he agreed to pay on a certain patent which was his father's and which Conn has been using.

**Two Plateglass Factories Close.**  
KOKOMO, Ind., June 1.—The Diamond Plateglass company of this city, employing 800 men, has been closed indefinitely. The same company's branch plant at Elwood has also been closed, throwing 600 men out of work. An official of the company said: "We have more than \$600,000 worth of glass on hand, and the market is utterly demoralized. The threatening financial situation has paralyzed new construction. We will wait until this cloud of uncertainty drifts away. Five of the ten plateglass industries in this country are now closed and the other five are preparing to close at once."

**Broke His Skull Just for Fun.**  
HAZLETON, Ind., June 1.—Eugene Dumont, the French glassworker, died Wednesday from an injury caused by being hit in the head with a brick Saturday. Dumont was his associate in three jokes and his associates thought he was just to see him dodge them. He failed to miss which broke his skull. Jasper Brose, who has been arrested on a charge of manslaughter.

**Gone Thirty Years.**  
WABASH, Ind., June 1.—Ransom Hurst suddenly disappeared from his home and family near Wabash about thirty years ago. Nothing had been heard of him until one day last week, when he was met at Mansfield, Ill., by John Barnhart, an uncle of Mrs. Hurst. A plan was then arranged for a family reunion, when Mr. Hurst will be given an opportunity to explain where he has been during his little trip abroad.

**The Crop Outlook.**  
WASHINGTON, D. C., June 1.—The department of agriculture in its crop bulletin issued Wednesday notes conditions in Indiana as follows: Wheat is favorable to crops and farm work; plowing and corn planting nearly finished; wheat, oats and rye and grass in good condition.

**Cited to Appear.**  
KOKOMO, Ind., June 1.—John W. Paris and ex-Gov. Chase, of the Paris-Dwiggins bank at Greentown, recently failed, were on Wednesday cited to appear before the Howard county grand jury and explain their connection with that institution and their methods of doing business.

**Will Handle the Mails.**  
WASHINGTON, D. C., June 1.—New fourth-class postmasters were appointed as follows on Wednesday for Indiana: Jonesville, Daniel Edeleman; Milltown, C. W. Hawlings; Tunnelton, S. H. Davis.

**Swindled Out of Thousands.**  
BLOOMINGTON, Ind., June 1.—John Stipp, a farmer living near this city, was swindled out of \$4,000 by bunco men. He loaned that sum on an alleged \$50,000 stone quarry for security.

**A Solid Knock-Down Blow.**  
The whole blows while at play: Trees blow in every clime; The sweetest flowers blow in May. The wind blows all the time.

There's lots of blowing in this world. Sufferers from catarrh blow their noses, and quacks blow about their "cures." Dr. Sage's Catarrh Remedy is the only infallible one. Its proprietors back up this claim by offering \$500 for every case they fail to cure permanently. This is an unanswerable blow at humbuggery, coming from men of sterling reputation and high capacity. Nasal Catarrh cannot resist the potency of this Remedy. It stops discharges, leaving the senses acute, the head clear, and the breath normal. Of all druggists, 50 cents.

## This Date in History—June 1.

1205—Henry Dandolo, blind general and doge of Venice, died; born 1122.  
1782—Kentucky admitted into the Union; second state under the constitution.  
1801—Brigham Young born in Whitcomb, Vt.; died 1877; married 1855-56; left 17 wives, 16 sons and 33 daughters living, having lost 13 children and 7 wives.  
1829—John Hunt Morgan, Confederate cavalry general, born in Huntsville, Ala.; killed 1864.  
1846—Pope Gregory XVI died.  
1860—Massacres of Christians by Druses in Syria began; continued one month.  
1872—James Gordon Bennett, founder of the New York Herald, died in New York; born 1793.  
1879—James Shields, soldier, died in Ottumwa, Ia.; born in Dungannon, Ireland, 1810.  
1880—Sophia, Bulgaria, swept by a tornado; many lives lost.  
1882—Train robbers took \$70,000 from express car on the Atchafalpa river in Cherokee strip, Texas. In cases of unavoidable delay, a tornado, Sidney Dillon, financier, died in New York.

**Presented to the Pope.**  
Among the many presents to Pope Leo XIII on the occasion of his episcopal jubilee a peculiarly interesting one is the Memorial Church of St. Joachim in Rome. The pope, it is said, encouraged the project because he believes the erection of churches is a commendable thing in itself, and also because it would furnish work for the masons and builders of Rome, who are suffering from the prevalent depression in their arts. The church is certainly worthy of a place among the splendid architectural monuments of the Eternal City and is a suitable commemoration of a pontiff who is one of the most remarkable figures of contemporary Europe. The church is dedicated to the pope's patron saint, his baptismal name being Joachim. As Joachim Pecci he was consecrated bishop Feb. 19, 1843.



CHURCH OF ST. JOACHIM.

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## AN ORDINANCE

### FOR AN ELECTRIC RAILWAY

In the City of Crawfordsville, Montgomery County, Indiana.

Be it Obtained by the Common Council of the City of Crawfordsville:

SEC. 1. That permission and authority be and is hereby granted to Alexander F. Hansen and Joseph T. McNary, their successors, or assigns, to construct, maintain and operate an Electric Street Railway system upon and along the following streets of Crawfordsville, Indiana: Commencing at a point opposite the Monon depot on north Green street, thence south on Green street to Main street, thence west on Main street to Walnut street, thence south on Walnut street to Chestnut street, thence south on Chestnut street to College street, thence commencing at the intersection of Washington street and College street, thence east on College street to Plum street, thence south on Plum street to Big Four Depot. Then commencing on College street at the intersection of Plum street with a line running east on College street to Mill street, thence east on Mill street to Walnut street, thence east on Walnut street to Junction; or if company elects it may continue east on College street to bridge, thence to the Junction. Then commencing at the city limits at or near the Vandavia Depot with a line running west on Main street to the city limits. Then commencing at the intersection of Morgan street and Main street with a line running north on Main street to Market street, thence east on Market street to Park avenue, thence north on Park avenue to Binford street, in all four and one-half miles.

SEC. 2. The aforesaid company, its successors or assigns, shall have the right to construct, maintain and operate a single or double track, all necessary switches and turnouts upon and along any or all of the routes as agreed upon by the aforesaid company and the Common Council, as set forth in the ordinance, and may be necessary for the successful operation of the said street railway and may have the right to lay their tracks on any or all of the streets, avenues or bridges for the purpose of connecting the above lines or for the more conveniently operating the line or lines where it would give the citizens better service. Provided that no switch shall be located on Main street between Walnut street and Water street, and on Green street between Market street and Main street, or in front of any church or school buildings without first procuring the consent of the Common Council.

SEC. 3. All of said tracks, side tracks, turnouts and switches to be laid to the present street surface, or to a grade established and furnished by said city and company, its successors or assigns. Said company, its successors or assigns, shall be bound to supply the tracks, side tracks, switches and turnouts between the rails in the same manner as other parties whose property abuts on said street do not take the benefit of the ten (10) foot wide strip of ground between the tracks, side tracks, switches and turnouts, and to operate the same in the same manner and of same material as used on the street on which its track is located. No track where brick or stone paving is ordered, the company shall have the right to make such improvement and pay the cost thereof at the time the work is ordered, done, under the provisions of the City Civil Code.

SEC. 4. All the poles for the overhead construction of said street railway shall be nice, straight and smooth, and of the following sizes: Six (6) inches in diameter at the top and end, and six (6) inches in diameter at the base of the poles placed on the sides or corners of the streets and avenues; said poles shall be set not less than one hundred and fifteen (15) feet apart, except at curves where they may be placed the proper distance to produce easy curves.

SEC. 5. The fare to be charged by said company, its successors or assigns, shall not exceed five (5) cents for one continuous ride in one direction over any of the above named routes in said city. Children under the age of six (6) years accompanied by a fare paying adult shall be carried free. Children over the age of six (6) years will be charged full fare. Any person carrying baggage or parcels which will require more room than occupied by said passenger will be charged for extra.

SEC. 6. The said company, its successors or assigns, is hereby granted the privilege of furnishing electric motors for mechanical or other purposes, except fire, and is granted the right to place and operate the same on the private consumers and street lighting, which shall be permitted so long as the city owns its electric lighting plant.

SEC. 7. Upon the acceptance of this franchise said company, its successors or assigns, hereby agree to commence the construction of said street railway within sixty (60) days from the date of such acceptance and to complete at least three (3) miles of the same within one (1) year from the date of acceptance. All other routes and parts of routes as above named and specified not completed within said one (1) year shall be completed in eighteen (18) months from date of acceptance. Provided, however, said company, its successors or assigns, shall be delayed in the construction of the same by any cause or causes beyond their control, then it shall have an extension of time sufficient to complete the line.

titled to the right of way in all cases where any teams or vehicles shall meet or be overtaken by a car on said railway, the driver of such teams or vehicles on being notified by the motorman by the ringing of the bell or otherwise, shall give way to such car. Said company, its successors or assigns shall be protected in such rights by said city, but said city shall not be held responsible for any damages that may be caused thereby.

SEC. 10. It shall be the duty of every driver, motorman or conductor upon the approach of any engine or hose cart, running to a fire, whether the same be going in the same or opposite direction with the car, or the approach of any funeral procession, to immediately cause his car to be brought to a stop and to stand until said fire engine, hose cart or funeral procession shall have passed such car.

SEC. 11. It shall be the duty of said company in case of snow storm, sleet or other obstruction of any kind to see that the track is cleared and the cars running with the least possible delay and may use salt for the purpose of thawing the ice and freight cars for the purpose of removing ice, snow, etc., and may also use scrapers, sweepers and sprinklers.

SEC. 12. Cars will be required to run over said routes at intervals of not to exceed thirty (30) minutes between the hours of six (6) o'clock a. m. and eight o'clock p. m., and at intervals not to exceed thirty-five (35) minutes from eight (8) p. m. until eleven (11) o'clock p. m., except in cases of unavoidable delay.

SEC. 13. All police when on their duty, also all firemen, shall have the right to board any car which may be going in the direction of the fire and shall have free transportation.

SEC. 14. It is further agreed that the company, its successors or assigns, shall have the right to place its trolley wire under a fire hose cart or engine, and that the trolley wire shall not be less than eighteen (18) feet above the surface of said streets, and that all other wires shall be at least ten (10) feet above the surface of said streets, and that all trolley wire by the parties or corporations owning the same at their own expense under the direction of the Common Council of the City of Crawfordsville.

SEC. 15. Should the city at any time decide to change or establish a new grade on any of the streets over which said company's tracks are laid, said company, its successors or assigns will be required to raise or lower its tracks to conform to said grade at its own expense under the direction of the Common Council.

SEC. 16. All of the tracks of said street railway shall be of standard gauge, four feet, six inches, and shall be laid on the inside of one rail to the inside of the opposite rail and so laid as to not interfere with the free public use of such streets and the successful operation of said railway. The rails used in the construction of said railway shall not be less than forty (40) pounds per yard, or of other superior rail, and all street crossings in the business portion of the city shall be made in conformity with the order of the Council. The ties where the street is ordered paved, if the ordinary "T" rail is used shall be placed under the surface of the street of sufficient depth to receive a 4x4 or 4x6 stringer across the face of the ties or an iron chair not less than four (4) inches high on each tie to receive the rail or the railway be laid on a stringer of proper size and bolted together with iron rods at intervals of from 6 to 8 feet, and imbedded in concrete or other material to a depth of not less than 12 inches.

SEC. 17. The speed of cars shall not exceed twenty (20) miles per hour, provided that at all street crossings in the central part of the city the speed shall be reduced to ten (10) miles per hour.

SEC. 18. The cars of said company shall not be permitted to run over any fire hose belonging to the city.

SEC. 19. Said road and the cars belonging to the same shall be conducted in conformity with all existing laws and ordinances of the city of Crawfordsville, provided they do not conflict with this ordinance.

SEC. 20. Said company, its successors or assigns hereby agree to have the city of Crawfordsville harmless from any damages, loss or liability occasioned by the construction, maintenance or operation of said Electric Street Railway.

SEC. 21. The company shall at all times maintain all of its property in good safe condition and keep their cars clean and may prohibit smoking and other filthy habits or vulgar and indecent language on their cars.

SEC. 22. The rights and privileges hereby granted to the aforesaid company, its successors or assigns shall continue in force for a period of thirty (30) years from the date of the passage of this ordinance.

SEC. 23. Provided the Common Council shall have the power to compel said parties, their successors or assigns, to keep their tracks and other property in good repair, and after fifteen (15) days written notice to place any portion of their track in good repair and upon the failure of said parties to comply with the demands of the Common Council, the city may place their track in good repair, and place their successors or assigns to make such repairs at the expense of the company.

SEC. 24. Said city of Crawfordsville shall have the right at any time to make and construct or authorize the construction of sewers and other improvements, along and across streets, and the aforesaid company, its successors or assigns, shall be bound to maintain the lines of said grants and their assigns without in any way interfering with the same, and their assigns for any damages they may suffer because of the proper and expeditious construction of said sewer or other improvement. The civil engineer of said city may at any time stop the passage of cars over the lines of such streets, and in his opinion the passage of such cars is rendered dangerous because of such construction.

SEC. 25. The company shall give the city an approved bond, of which at least one-fifth shall be a local resident, in the sum of five thousand (\$5,000) dollars to protect and save the city from any and all damages, legal claims or damages that it would be held legally compelled to pay on account of any carelessness or negligence of the company, in the maintenance and operation of the plant, or while the plant is being constructed, and that the company will replace the streets in practically as good a condition as they were before the company began to lay its tracks, and the company will comply with all of the provisions of this ordinance, and shall be bound to maintain the same in good condition, except as provided in this ordinance, which shall be renewed once in every five (5) years, and if they deem best.

SEC. 26. The acceptance of this ordinance shall be filed with the City Clerk and the company so accepting the same shall execute a certified check in the sum of two hundred dollars (\$200) to the City Treasurer, until the judgment of the Common Council, the company intends, in good faith, to carry out its contract as set forth in this ordinance, which shall be returned to the said company.

Adopted by the Common Council of the city of Crawfordsville, Indiana, this 29th day of May, 1893.

FRED C. BANDEL, Mayor.  
C. M. SCOTT, City Clerk.

SEC. 12. Cars will be required to run over said routes at intervals of not to exceed thirty (30) minutes between the hours of six (6) o'clock a. m. and eight o'clock p. m., and at intervals not to exceed thirty-five (35) minutes from eight (8) p. m. until eleven (11) o'clock p. m., except in cases of unavoidable delay.

SEC. 13. All police when on their duty, also all firemen, shall have the right to board any car which may be going in the direction of the fire and shall have free transportation.

SEC. 14. It is further agreed that the company, its successors or assigns, shall have the right to place its trolley wire under a fire hose cart or engine, and that the trolley wire shall not be less than eighteen (18) feet above the surface of said streets, and that all other wires shall be at least ten (10) feet above the surface of said streets, and that all trolley wire by the parties or corporations owning the same at their own expense under the direction of the Common Council of the City of Crawfordsville.

SEC. 15. Should the city at any time decide to change or establish a new grade on any of the streets over which said company's tracks are laid, said company, its successors or assigns will be required to raise or lower its tracks to conform to said grade at its own expense under the direction of the Common Council.

SEC. 16. All of the tracks of said street railway shall be of standard gauge, four feet, six inches, and shall be laid on the inside of one rail to the inside of the opposite rail and so laid as to not interfere with the free public use of such streets and the successful operation of said railway. The rails used in the construction of said railway shall not be less than forty (40) pounds per yard, or of other superior rail, and all street crossings in the business portion of the city shall be made in conformity with the order of the Council. The ties where the street is ordered paved, if the ordinary "T" rail is used shall be placed under the surface of the street of sufficient depth to receive a 4x4 or 4x6 stringer across the face of the ties or an iron chair not less than four (4) inches high on each tie to receive the rail or the railway be laid on a stringer of proper size and bolted together with iron rods at intervals of from 6 to 8 feet, and imbedded in concrete or other material to a depth of not less than 12 inches.

SEC. 17. The speed of cars shall not exceed twenty (20) miles per hour, provided that at all street crossings in the central part of the city the speed shall be reduced to ten (10) miles per hour.

SEC. 18. The cars of said company shall not be permitted to run over any fire hose belonging to the city.

SEC. 19. Said road and the cars belonging to the same shall be conducted in conformity with all existing laws and ordinances of the city of Crawfordsville, provided they do not conflict with this ordinance.

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SEC. 26. The acceptance of this ordinance shall be filed with the City Clerk and the company so accepting the same shall execute a certified check in the sum of two hundred dollars (\$200) to the City Treasurer, until the judgment of the Common Council, the company intends, in good faith, to carry out its contract as set forth in this ordinance, which shall be returned to the said company.

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SEC. 17. The speed of cars shall not exceed twenty (20) miles per hour, provided that at all street crossings in the central part of the city the speed shall be reduced to ten (10) miles per hour.

SEC. 18. The cars of said company shall not be permitted to run over any fire hose belonging to the city.

SEC. 19. Said road and the cars belonging to the same shall be conducted in conformity with all existing laws and ordinances of the city of Crawfordsville, provided they do not conflict with this ordinance.

SEC. 20. Said company, its successors or assigns hereby agree to have the city of Crawfordsville harmless from any damages, loss or liability occasioned by the construction, maintenance or operation of said Electric Street Railway.

SEC. 21. The company shall at all times maintain all of its property in good safe condition and keep their cars clean and may prohibit smoking and other filthy habits or vulgar and indecent language on their cars.

SEC. 22. The rights and privileges hereby granted to the aforesaid company, its successors or assigns shall continue in force for a period of thirty (30) years from the date of the passage of this ordinance.

SEC. 23. Provided the Common Council shall have the power to compel said parties, their successors or assigns, to keep their tracks and other property in good repair, and after fifteen (15) days written notice to place any portion of their track in good repair and upon the failure of said parties to comply with the demands of the Common Council, the city may place their track in good repair, and place their successors or assigns to make such repairs at the expense of the company.

SEC. 24. Said city of Crawfordsville shall have the right at any time to make and construct or authorize the construction of sewers and other improvements, along and across streets, and the aforesaid company, its successors or assigns, shall be bound to maintain the lines of said grants and their assigns without in any way interfering with the same, and their assigns for any damages they may suffer because of the proper and expeditious construction of said sewer or other improvement. The civil engineer of said city may at any time stop the passage of cars over the lines of such streets, and in his opinion the passage of such cars is rendered dangerous because of such construction.

SEC. 25. The company shall give the city an approved bond, of which at least one-fifth shall be a local resident, in the sum of five thousand (\$5,000) dollars to protect and save the city from any and all damages, legal claims or damages that it would be held legally compelled to pay on account of any carelessness or negligence of the company, in the maintenance and operation of the plant, or while the plant is being constructed, and that the company will replace the streets in practically as good a condition as they were before the company began to lay its tracks, and the company will comply with all of the provisions of this ordinance, and shall be bound to maintain the same in good condition, except as provided in this ordinance, which shall be renewed once in every five (5) years, and if they deem best.

SEC. 26. The acceptance of this ordinance shall be filed with the City Clerk and the company so accepting the same shall execute a certified check in the sum of two hundred dollars (\$200) to the City Treasurer, until the judgment of the Common Council, the company intends, in good faith, to carry out its contract as set forth in this ordinance, which shall be returned to the said company.

Adopted by the Common Council of the city of Crawfordsville, Indiana, this 29th day of May, 1893.

FRED C. BANDEL, Mayor.  
C. M. SCOTT, City Clerk.

SEC. 12. Cars will be required to run over said routes at intervals of not to exceed thirty (30) minutes between the hours of six (6) o'clock a. m. and eight o'clock p. m., and at intervals not to exceed thirty-five (35) minutes from eight (8) p. m. until eleven (11) o'clock p. m., except in cases of unavoidable delay.

SEC. 13. All police when on their duty, also all firemen, shall have the right to board any car which may be going in the direction of the fire and shall have free transportation.

SEC. 14. It is further agreed that the company, its successors or assigns, shall have the right to place its trolley wire under a fire hose cart or engine, and that the trolley wire shall not be less than eighteen (18) feet above the surface of said streets, and that all other wires shall be at least ten (10) feet above the surface of said streets, and that all trolley wire by the parties or corporations owning the same at their own expense under the direction of the Common Council of the City of Crawfordsville.

SEC. 15. Should the city at any time decide to change or establish a new grade on any of the streets over which said company's tracks are laid, said company, its successors or assigns will be required to raise or lower its tracks to conform to said grade at its own expense under the direction of the Common Council.

SEC. 16. All of the tracks of said street railway shall be of standard gauge, four feet, six inches, and shall be laid on the inside of one rail to the inside of the opposite rail and so laid as to not interfere with the free public use of such streets and the successful operation of said railway. The rails used in the construction of said railway shall not be less than forty (40) pounds per yard, or of other superior rail, and all street crossings in the business portion of the city shall be made in conformity with the order of the Council. The ties where the street is ordered paved, if the ordinary "T" rail is used shall be placed under the surface of the street of sufficient depth to receive a 4x4 or 4x6 stringer across the face of the ties or an iron chair not less than four (4) inches high on each tie to receive the rail or the railway be laid on a stringer of proper size and bolted together with iron rods at intervals of from 6 to 8 feet, and imbedded in concrete or other material to a depth of not less than 12 inches.

SEC. 17. The speed of cars shall not exceed twenty (20) miles per hour, provided that at all street crossings in the central part of the city the speed shall be reduced to ten (10) miles per hour.

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