

AUTHORITY IN CAR REROUTING IS TO BE FIXED

Uncertainty in Whether Works Board or Council Has Powers.

CONFERENCE PLANNED

Definite determination of whether the public service commission or the board of public works of the city of Indianapolis will have control over rerouting, and the franchise of the Indianapolis Street Railway Company after the company surrenders its franchise, will be sought by the board, President H. Miller announced today.

Announcement that the public service commission and the city council will conduct an investigation preliminary to the rerouting of street cars in the downtown district and the realization that hundreds of other matters involving the point of who is in control will be soon as the franchising of not only the Street Railway Company but other utilities are given up under the new State law to become effective when promulgated by Governor Warren T. McCray, caused the decision to have the problem settled, Mr. Miller said.

"We are going to take up with the public service commission the question of to what extent they are going to assume the franchise of the city of Indianapolis," read a statement which Mr. Miller dictated. "Henceforth it has been the understanding that the board of public works has jurisdiction over extensions, rerouting and service conditions. We believe there should be no conflict of authority in this matter and we will seek to have an understanding."

CLAIMS COUNCIL HAS NO AUTHORITY

Members of the board expressed surprise that the city council had been asked by the public service commission to participate in the re-routing scheme, since it has generally been understood heretofore that the council had no power whatever to change the routing, this right having been given exclusively to the board of works by the franchise.

At the conference of the city council with the public service commission Friday night Corporation Counsel Samuel Asby advised that after the street railway company surrenders its franchise the council, instead of the board of works, will represent the city in dealings with utilities.

Members of the board of works hold the opinion that under the new law they will continue to have original jurisdiction over the utilities, but the service corporations will have the added right to appeal to the public service commission in case they do not like orders issued by the board of works, and it would be practically impossible for the council or the public service commission to take over the duties incident to regulation of service conditions now exercised by the board of works, since every week there are dozens of minor orders issued, such as permits to use poles and to cut into pavements in order to lay cables or pipes.

NEW BOARD MEMBER TAKES OFFICE

Richard A. Shirley, new Democratic member of the board of public works, qualified and took his chair for the first time today. His appointment was announced by Mayor Charles W. Jewett last week.

Following a conference with officials of the Indianapolis Water Company the board announced the company had laid 19,294 feet of main this year, which is more than has been put in in the same time during the past three years. The company has an agreement with the board to lay 100,000 feet per year.

Charles Ambrose, assistant superintendent of the municipal garage, was promoted to superintendent when the resignation of Superintendent Herbert H. Wesson was accepted. Mr. Wesson will take his place with the foremen of the Mark International Motor Company. Ebert Oldman, a mechanic at the municipal garage, was promoted to assistant superintendent. The salary of the superintendent is \$2,300 per year.

TENTH STREET SEWER GOES BEGGING.

No bids were received for the East Tenth street main sewer from twenty five contractors to lay 150 feet east of Hawthorne lane.

Bids were received as follows:

Permanent improvement of Twenty-Eighth street from Illinois to Meridian streets; American Construction Company, bituminous concrete, \$5.69 per linear foot; Mansfield Engineering Company, bituminous concrete, \$5.73.

Permanent improvement of Shelby street from Franklin Street to the first all-weather Georgia asphalt, \$7.47 per linear foot; American Construction Company, asphalt, \$7.60; Mead Construction Company, asphalt, \$7.60.

Permanent improvement of Berkley road from Boulevard Place to Sunset avenue; Mansfield Engineering Company, asphalt, \$1.16 per linear foot and concrete, \$1.16; Morgan & Son, asphalt, \$1.00 and bituminous concrete, \$1.00.

Permanent improvement of Station street from Twenty-First street to Massachusetts avenue; American Construction Company, asphalt, \$5.69 per linear foot; Union Asphalt Company, bituminous concrete, \$5.65; J. N. Morgan & Son, asphalt, \$5.73 and bituminous concrete, \$5.50.

Permanent improvement of Franklin Street from Twenty-First street to Massachusetts avenue; Hugh McLean & Son, \$1.69; McLean & Son, asphalt, \$1.73.

sidewalks, curb and gutter, \$1.73.

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