

REGULAR MEETING OF THE CITY COUNCIL:

Austin, Texas, October 3, 1940.

The Council convened in regular session at the regular meeting place in the Council Room at the Municipal Building on Thursday, October 3, 1940, at 10:30 A. M., with Mayor Tom Miller presiding. Roll call showed the following members present: Councilmen Alford, Gillis, Mayor Miller, and Councilman Wolf.

The Mayor stated that the first order of business would be the inauguration of Eugene C. Bartholomew, Councilman elect, to fill the unexpired term of his father, Councilman C. M. Bartholomew, deceased.

The oath of office was then administered by City Attorney O'Quinn to the said Eugene C. Bartholomew, who, thereupon, was declared duly elected Councilman.

Councilman Eugene C. Bartholomew then made a short acceptance speech, thanking the Council for the honor conferred upon him and pledging his best efforts to the fulfillment of the duties of the office.

A group of citizens, with Dr. George Green, Dr. J. S. Koenig, and L. B. Burnette, as spokesmen, was present and congratulated the Council on the selection of Eugene C. Bartholomew as Councilman.

The Minutes of the regular meeting of September 27, 1940, were read, and upon motion of Councilman Gillis, were adopted as read by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The following ordinance was introduced by Councilman Wolf:

AN ORDINANCE AMENDING THAT CERTAIN ORDINANCE PASSED BY THE CITY COUNCIL OF THE CITY OF AUSTIN, TEXAS, JULY 29, 1937, AND RECORDED IN ORDINANCE BOOK "K", PAGES 239, ET SEQ., OF THE ORDINANCE RECORDS OF THE CITY OF AUSTIN, WHICH ORDINANCE WAS AMENDATORY OF THAT CERTAIN ORDINANCE ESTABLISHING ZONING REGULATIONS AND DISTRICTS IN ACCORDANCE WITH A COMPREHENSIVE PLAN, PASSED BY THE CITY COUNCIL APRIL 23, 1931, AND IS RECORDED IN ORDINANCE BOOK "I", PAGES 301-318, BOTH INCLUSIVE, OF THE ORDINANCE RECORDS OF THE CITY OF AUSTIN, THE AMENDATORY ORDINANCE HEREBY ENACTED CHANGING THE USE DESIGNATION FROM "B" RESIDENCE DISTRICT TO "C" COMMERCIAL DISTRICT OF THAT CERTAIN PROPERTY BEGINNING AT THE NORTHWEST INTERSECTION OF WEST LYNN STREET AND WATERSTON STREET AND EXTENDING IN A NORTHERLY DIRECTION FOR A DISTANCE OF 145 FEET AND HAVING A DEPTH OF 150 FEET WEST FROM THE WEST LINE OF WEST LYNN STREET, IN THE CITY OF AUSTIN, TRAVIS COUNTY, TEXAS; AND ORDERING A DELINEATION OF THE OFFICIAL USE MAP SO AS TO SHOW THE CHANGE HEREBY ORDERED.

The ordinance was read the first time and Councilman Wolf moved that the rules be suspended and the ordinance be passed to its second reading. The motion was seconded by Councilman Alford, and the same prevailed by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The ordinance was read the second time and Councilman Wolf moved that the rules be further suspended and the ordinance be passed to its third reading. The motion was seconded by Councilman Alford, and the same prevailed by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The ordinance was read the third time and Councilman Wolf moved that the same be finally passed. The motion was seconded by Councilman Alford, and the same prevailed by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The Mayor announced that the ordinance had been finally passed.

The following resolution was introduced by Councilman Alford:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the City Council of the City of Austin hereby approves as a filling station site the property located at the southeast corner of the intersection of East Fifth Street and Chicon Street, which property is known as a portion of Outlot 7, Division "0" of the Government Outlots adjoining the

Original City of Austin, Travis County, Texas, and hereby authorizes Patton Transfer Company, acting by and through John H. Booth, to construct, maintain and operate a drive-in gasoline filling station and to construct curbs, sidewalks and commercial driveways in conjunction therewith, subject to the same's being constructed in compliance with all the ordinances relating thereto, and further subject to the foregoing attached recommendations and plans; and the Building Inspector is hereby authorized to issue an occupancy permit for the operation of this filling station after full compliance with all the provisions of this resolution, and said permission shall be held to be granted and accepted subject to all necessary, reasonable and proper, present and future regulations and ordinances of the City of Austin, Texas, in the enforcement of proper police, traffic and fire regulations; and the right of revocation is retained if, after hearing, it is found by the City Council that the said Patton Transfer Company has failed and refused and will continue to fail and refuse to perform any such conditions, regulations and ordinances.

(Recommendations)
(attached)

"Austin, Texas
October 3, 1940

Mr. Jas. A. Garrison
Acting City Manager
Austin, Texas

Dear Sir:

We, the undersigned, have considered the application of the Patton Transfer Company, acting by and through John H. Booth, lessee of the property formerly known as the Caswell Oil Mill property, which property is situated at the southeast corner of the intersection of East Fifth Street and Chicon Street, being a portion of Outlet 7, Division "O" of the Government Outlots adjoining the Original City of Austin, Travis County, Texas, and being locally known as 411 Chicon Street, for permission to construct, maintain and operate a drive-in gasoline filling station and to construct curbs, ramps and sidewalks in conjunction therewith, and we hereby advise that the following conditions exist:

The property upon which this filling station is to be located is designated as "E" Heavy Industrial District, as shown upon the Zoning Maps of the City of Austin.

Storm sewer drainage facilities do not exist adjacent to the above described filling station site.

We recommend that the Patton Transfer Company, acting by and through John H. Booth, be granted permission to construct, maintain and operate a drive-in gasoline filling station and to construct curbs, ramps and sidewalks in conjunction therewith, subject to the following conditions:

(1) That all buildings and equipment shall be placed inside of the property line, correct lines to be obtained before construction starts or equipment is installed. Lines and grades to be obtained from the City Engineering Department for entrances and driveways, building lines to be approved by the City Building Inspector. That the applicant shall confer with the City Engineering Department as to the future grades of the sidewalks and gutters on the adjacent streets before he starts any construction relative to the filling station.

(2) That all construction of the filling station improvements shall be in accord with the Building Ordinance, the Zoning Ordinance, the Filling Station Ordinance, and in accord with the ordinance prohibiting the disposal of commercial water or oils upon the City streets.

(3) That the grades of the station shall be such that no waste oils or water or any floor washings shall ever pass over the City sidewalk area and that all of said oils and water shall be concentrated into a combined grease and sand trap, which shall be constructed in accordance with our standard plan 2-H-146, and shall be conducted by a pipe connection from said sand trap to the nearest storm sewer at the expense of the applicant, or shall be concentrated into a seep well located upon the property of the applicant. Before commencement of any construction, the applicant shall apply to the City Engineer for an estimate of the cost of that portion of the storm sewer which will have to be built within any City street or alley, and shall deposit in escrow a sum equal to said estimate with the City Finance Director.

(4) All filling station improvements, pumps, driveways, ramps, gutters, sidewalks and curbs shall be constructed of concrete at the expense of the applicant, as set forth upon the plan hereto attached, which plan bears the City Engineer's file number 2-H-721.

(5) Expansion joints shall be constructed as shown upon the plan hereto attached marked 2-H-721, and shall be of the pre-moulded type.

(6) That before use of said station, the owner shall apply to the Building Inspector for final inspection when he considers that he has complied with all the requirements of the City.

Respectfully submitted,

/s/ J. E. Motheral
City Engineer

J. C. Eckert
/s/ Building Inspector. "

Upon motion of Councilman Alford, the resolution was adopted by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The following resolution was introduced by Councilman Alford:

WHEREAS, the Church of Christ, acting by and through V. V. Hutton, owner of Lots 19 and 20, Block 1, Outlet 13, Division "O", of the Government Outlots adjoining the Original City of Austin, Travis County, Texas, which property is situated at the northeast corner of the intersection of East Second Street and San Marcos Street, has made application to the City Council of the City of Austin for permission to set the curb back from the established curb line on the north side of East Second Street adjacent to the above described property; and

WHEREAS, a plan has been prepared showing the location of said setback, which plan is hereto attached marked 2-C-893, and is made a part hereof; and

WHEREAS, said request has been reviewed and considered by the City Council of the City of Austin; therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT permission is hereby granted the Church of Christ, acting by and through V. V. Hutton, owner of Lots 19 and 20, Block 1, Outlet 13, Division "O" of the Government Outlots adjoining the Original City of Austin, Travis County, Texas, which property is situated at the northeast corner of the intersection of East Second Street and San Marcos Street within the City of Austin, Texas, to set the curb back from the established curb line on the north side of East Second Street adjacent to the above described property.

Permission to construct the above described curb setback is granted subject to the same's being constructed in accordance with the plan approved by the City Engineer of the City of Austin, which plan is hereto attached marked 2-C-893 and made a part hereof, and in accordance with the following conditions:

- (1) That the construction of the setback area on East Second Street shall be carried out in accordance with the accompanying plan marked 2-C-893, and that all such widened areas, driveways, or ramps and curbs shall be constructed of concrete at the expense of the applicant.
- (2) That all such concrete shall be not less than 6 inches in thickness and shall be of the following proportions: 1 part cement, 2½ parts of sand, and 4 parts of screened gravel or rock.
- (3) That the concrete curbs adjacent to the sidewalk area shall be not less than six inches high and that an expansion joint not less than 3/4 inch thick shall be placed between the curb and the sidewalk as shown on the plan hereto attached, marked 2-C-893.
- (4) That all such expansion joints shall be of the pre-moulded type.
- (5) That all concrete work within the street area shall be done by a bonded sidewalk contractor.
- (6) That the applicant shall be required to clean the newly created ramp area at least twice per week and shall disposed of the debris at his expense.
- (7) That all work shall be done in accordance with lines and grades furnished by the Engineering Department of the City of Austin and under the direction of the City Engineer.

Upon motion of Councilman Alford, the foregoing resolution was adopted by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The following resolution was introduced by Councilman Gillis:

WHEREAS, the Western Union Telegraph Company has presented to the City Council tentative maps or plans showing the proposed construction of its pole lines in the streets in the City of Austin hereafter named, and said maps or plans have been considered by the City Engineer; therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the Western Union Telegraph Company be, and the same is hereby, permitted to construct its pole lines in the following streets:

A telegraph pole line in COLORADO STREET ALLEY from 1/2 block north of West Seventh Street northerly to point 1/2 block south of West Tenth Street, the centerline of which telegraph pole line shall be one foot east of, and parallel to, the west property line of said Colorado Street Alley.

THAT the work and construction of said pole lines, including the excavation of the streets and the restoration and maintenance of said streets after said pole lines have been constructed, shall be under the supervision and direction of the City Manager, and in accordance with the ordinances and regulations of the City of Austin governing such construction.

Upon motion of Councilman Gillis, the resolution was adopted by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The following resolution was introduced by Councilman Wolf:

WHEREAS, B. C. Fowler has presented the City Council tentative maps or plans showing the proposed construction of a water main in the streets in the City of Austin hereafter named, and said maps or plans have been considered by the City Engineer; therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT B. C. Fowler be, and he is hereby, permitted to construct a water main in the following street:

A water main in TILLERY STREET from Neal Street southerly to a point approximately 1/4 block south of Stokes Drive, the centerline of which water main shall be one foot west of, and parallel to, the east line of said Tillery Street.

THAT the work and construction of said water main, including the excavation of the street and the restoration and maintenance of said street after said water main has been constructed, shall be under the supervision and direction of the City Manager of the City of Austin, and in accordance with the ordinances and regulations of the City of Austin governing such construction.

Upon motion of Councilman Wolf, the resolution was adopted by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The following resolution was introduced by Councilman Alford:

WHEREAS, Texas Public Service Company has presented to the City Council tentative maps or plans showing the proposed construction of its gas mains in the streets in the City of Austin hereafter named, and said maps or plans have been considered by the City Council; therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT Texas Public Service Company be, and the same is hereby, permitted to lay and construct its gas mains in and upon the following streets:

- (1) A gas main in WINDSOR ROAD from a point 212 feet east of Schulle Avenue westerly 60 feet, the centerline of which gas main shall be 42 1/2 feet north of, and parallel to, the south property line of said Windsor Road.

Said gas main described above shall have a covering of not less than 2 1/2 feet.

- (2) A gas main in WEST 43rd STREET from Maybelle Avenue westerly 130 feet, the centerline of which gas main shall be 15 feet south of, and parallel to, the north property line of said West 43rd STREET.

Said gas main described above shall have a covering of not less than 2 1/2 feet.

- (3) A gas main in EAST 17th STREET from Poquite Street westerly 344 feet, the centerline of which gas main shall be 7 1/2 feet south of, and parallel to, the north property line of said East 17th STREET.

Said gas main described above shall have a covering of not less than 2 1/2 feet.

- (4) A gas main in BRACKENRIDGE STREET from a point 113 feet south of Leland Street southerly to point 256 feet north of East Live Oak Street, the centerline of which gas main shall be 15 feet east of, and parallel to, the west property line of said Brackenridge Street.

Said gas main described above shall have a covering of not less than 2 1/2 feet.

- (5) A gas main in CHICON STREET from East 16th Street southerly 266 feet, the centerline of which gas main shall be 15 feet east of, and parallel to, the centerline of said Chicon Street.

Said gas main described above shall have a covering of not less than 2 1/2 feet.

- (6) A gas main in WEST 43RD STREET from Magbelle Avenue westerly 129 feet, the centerline of which gas main shall be 13 feet south of, and parallel to, the north property line of said West 43rd Street.
- Said gas main described above shall have a covering of not less than 2 $\frac{1}{2}$ feet.
- (7) A gas main in DUVAL STREET from a point 129 feet south of East 47th Street southerly 47 feet, the centerline of which gas main shall be 19 feet east of, and parallel to, the west property line of said Duval Street.
- Said gas main described above shall have a covering of not less than 2 $\frac{1}{2}$ feet.
- (8) A gas main in BURNET ROAD from a point 19 feet north of West 46th Street northerly 202 feet, the centerline of which gas main shall be 1 foot east of, and parallel to, the west property line of said Burnet Road.
- Said gas main described above shall have a covering of not less than 2 $\frac{1}{2}$ feet.
- (9) A gas main in JOSEPHINE STREET from a point 295 feet north of Treadwell Street southerly 243 feet, the centerline of which gas main shall be 7 $\frac{1}{2}$ feet west of, and parallel to, the east property line of said Josephine Street.
- Said gas main described above shall have a covering of not less than 2 $\frac{1}{2}$ feet.
- (10) A gas main in KENWOOD AVENUE from a point 182 feet north of Burleson Road southerly 90 feet, the centerline of which gas main shall be 20 feet west of, and parallel to, the east property line of said Kenwood Avenue.
- Said gas main described above shall have a covering of not less than 2 $\frac{1}{2}$ feet.
- (11) A gas main in CHELSEA LANE from Mission Ridge southerly 62 feet, the centerline of which gas main shall be 7 $\frac{1}{2}$ feet west of, and parallel to, the east property line of said Chelsea Lane.
- Said gas main described above shall have a covering of not less than 2 $\frac{1}{2}$ feet.
- (12) A gas main in CHELSEA LANE from Mission Ridge northerly 35 feet, the centerline of which gas main shall be 7 $\frac{1}{2}$ feet west of, and parallel to, the east property line of said Chelsea Lane.
- Said gas main described above shall have a covering of not less than 2 $\frac{1}{2}$ feet.
- (13) A gas main in MISSION RIDGE across Chelsea Lane intersection, the centerline of which gas main shall be 7 $\frac{1}{2}$ feet south of, and parallel to, the north property line of said Mission Ridge.
- Said gas main described above shall have a covering of not less than 2 $\frac{1}{2}$ feet.

The Texas Public Service Company is hereby put upon notice that the City of Austin does not guarantee that the space assigned above is clear from other underground utilities, but is based upon the best records we have at hand, and that the minimum depth stated does not have any reference to the fact that greater depths may not be required at special points. When the Texas Public Service Company requires definite information upon the ground as to elevations or working points from which to base the location of their assignments, they shall apply to the City Engineering Department not less than three (3) days before such information is required. The Texas Public Service Company is further put upon notice that they will be required to bear the expense of repairs or replacement of any underground utility damaged during the construction of lines named in this resolution.

AND THAT whenever pavement is cut in the vicinity of a fire plug, water must be used at intervals during the course of backfilling of the ditches.

THAT the work and laying of said gas mains, including the excavation in the streets and the restoration and maintenance of said streets after said mains have been laid, shall be under the supervision and direction of the City Manager, and under all the pertinent terms and conditions of the certain franchise granted to said Company by the City of Austin.

Upon motion of Councilman Alford, the foregoing resolution was adopted by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The following resolution was introduced by Councilman Gillis:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the sum of \$120.00 be, and the same is hereby, appropriated out of the General Fund, not otherwise appropriated, for the purpose of paying Roy Shelton for three months' work at the rate of \$60.00 per month while constructing steps and doing general repair work with prison labor below

the Tom Miller Dam the period of his employment being from July 11, 1940, to October 11, 1940 .

Upon motion of Councilman Gillis, the foregoing resolution was adopted by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

Councilman Wolf moved that the following applications for licenses to operate private boats on Lake Austin be approved, subject to the approval of same by the Lake Austin Navigation Board:

<u>Name and Address of Applicant</u>		<u>Description of Boat</u>
Davis, Bradley	- 1600 State Street	Home-made, Outboard, 2 years old, Evinrude, 1-passenger
Dillard, Kermit	- 1207 West 36th Street	Garwood, Inboard, Speedboat, 1934 Model, Chrysler Marine Ace, 6-passenger
Disch, Jack	- 3006 Speedway	Crandell, Outboard, 1940 Model, Evinrude, 6-passenger
Herbert, Cook	- 908 West 26th Street	Home-made, Outboard, 1940 Model, "H.W.W.", Evinrude, 6-passenger
Jernigan, Ernest	- 212 E. 44th Street	Home-made, Outboard, 1940 Model, "Rascal", Johnson, 6-passenger
Parker, J. W.	- Prather	Old Town, Canoe, 1931 Model, 3-passenger
Thiolo, Horace	- 617 Red River Street	Home-made, Dory Inboard, 1940 Model, Wisconsin, 6-passenger

The motion was seconded by Councilman Alford, and the same prevailed by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The Council, by rising vote, unanimously adopted the following resolution:

(RESOLUTION)

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the accompanying Memorial to C. M. Bartholomew, City Councilman, whose untimely death occurred September 25, 1940, be and the same is hereby ordered spread upon the Minutes of the City Council, and that a copy of the Memorial be delivered to surviving members of his family:

M E M O R I A L

to

C. M. (JIM) BARTHOLOMEW, COUNCILMAN,

MAY 1, 1933, TO SEPTEMBER 25, 1940.

Claude Morley Bartholomew, who throughout life was affectionately called "Jim" by those who knew him, was taken by death during one of the most active and useful periods of his civic career. He died at his home, 904 West Avenue, in Austin, Wednesday afternoon, September 25, 1940, at 12:45 o'clock. It is gratifying and beautiful to think that Jim Bartholomew accepted the summons of death with the same calm, brave spirit with which he met the challenge of life.

C. M. Bartholomew was a man born to the people he loved and served. Here was a man who succeeded for himself, but found time to help others to succeed even in the same fields of endeavor. Here was a man who endeared himself to the hearts of all who knew him, who has been immortalized by his friends, and whose works will be perpetuated by his fellow citizens in their cherished memories of his fine character and lovable nature.

Jim Bartholomew was a unique personality. It is possible here only to give appropriate emphasis to traits of mind and character which seem most to have contributed to the result, without attempting to account for that mysterious alchemy by which personality is wrought into something greater than the sum of its parts.

Of inestimable worth to him in business and governmental affairs were his firmness and decision of character, tempered always by a healthy skepticism and a capacity for self-searching, to which

he gave free rein until the moment of decision. Eager to hear and weigh every relevant argument, he was receptive always to the ideas and opinions of others. Decision when finally reached was arrived at by the exercise of his own skilled and self-reliant judgment.

No prejudices, no desire for popular acclaim, nor any unworthy motive distorted his judgments. Yet on occasions when, after debate and deliberation, he was faced with the opposition of a democratic majority, he was the first to accept the decision of the majority and, for the sake of unanimity of purpose and accomplishment, to enter into the program so framed with an enthusiastic spirit of cooperation.

He became a member of the City Council of Austin upon taking the oath of office May 1, 1933, and served continuously until his recent untimely death. With his official duties, which he accepted seriously and performed honestly and with wisdom, he took the pleasures of play and recreation. He was an ardent baseball fan, and was State Chairman of Texas soft ball tournaments held in Austin for two consecutive years. He was a familiar figure at all athletic contests in the City, and because of his enthusiasm for sports, he was frequently called upon to present the trophies to the winning contestants.

He was a favorite with the various departments of the city government. His friendly feuds with the firemen and policemen of Austin are rich in anecdotal lore. This same gentle but healthy love of sheer fun and happiness must have characterized the man even in his youth. His name has been preserved for the pleasures of posterity by William Sidney Porter, one of his early companions in Austin, better known to the world as O. Henry, for Jim Bartholomew is a colorful character in at least two of the great writer's inimitable tales of Texas and the heart of the West.

He is gone, and while the West is still lighted with his radiance, it is well to pause and take count of the lesson his life has to teach us if we care to stop and learn.

Mrs. R. C. Cleveland appeared before the Council and submitted a petition signed by W. T. Chunn, R. C. Cleveland, Oscar Rogas, M. B. Bolt, and Bill Fleming, property owners, asking that the remainder of the Chunn Subdivision in Govalle be taken into the city limits. The matter was referred to the City Engineer and the City Attorney for the necessary legal procedure.

Mayor Miller moved that the "Ordinance Establishing a Retirement and Pensioning System for Certain Employees of the City of Austin, Etc.," be amended by striking out under Article IV, Membership, Section 1 (c) (3), the words, "the Clerk of said Court, and any Deputy Clerk of said Court," thus making it possible for said Clerk and Deputy Clerk to become eligible for a pension, if they so desire. The motion was seconded by Councilman Gillis, and the same prevailed by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, NONE.

Mr. A. T. Kries presented a letter, signed by Bob Armstrong, President of Austin Safety Council, asking that the Council pass an ordinance correcting the traffic evil that view obstructions present. The matter was referred to the City Attorney to determine if such an ordinance would be legal, and if so, to have same prepared in collaboration with the Safety Council and the Police Department.

The following resolution was introduced by Councilman Wolf:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the sum of \$75.00 be, and the same is hereby appropriated out of the General Fund, not otherwise appropriated, for the purpose of paying the increase in salary for the months of October, November, and December, 1940, for Vic Kormeier, Assistant Superintendent of the Recreation Department.

Upon motion of Councilman Wolf, the foregoing resolution was adopted by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

The following resolution was introduced by Councilman Wolf:

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

THAT the sum of \$126.00 be, and the same is hereby, appropriated out of the Water & Light Fund, not otherwise appropriated, for the purpose of paying the increase in salary for the months of October, November, and December, 1940, for Walter Seaborn, Superintendent of the Electric Division.

Upon motion of Councilman Wolf, the foregoing resolution was adopted by the following vote: Ayes, Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; nays, none.

Upon motion, seconded and carried, the meeting was recessed at 11:10 A. M., subject to call of the Mayor.

APPROVED

Tom Miller
Mayor

Attest:

Nellie McKeen
City Clerk

SPECIAL MEETING OF THE CITY COUNCIL:

Austin, Texas, October 7, 1940.

The City Council convened in special session, in the Conference Room at the Municipal Building, on Monday, October 7, 1940, at 3:30 P. M., with Mayor Tom Miller presiding. Roll call showed the following members present: Councilmen Alford, Bartholomew, Gillis, Mayor Miller, and Councilman Wolf; absent, NONE.

The question of securing the necessary rights-of-way for the extension of the proposed Shoal Creek Boulevard on the south side from the Colorado River to the intersection of the Barton Springs and Fredericksburg Roads, said boulevard to be 100 feet in width and to consist of two 24-foot paved roadways and 24-foot parkways in the center and on both sides, came up for consideration.

At the request of the Council, the following were present for a discussion of the aforesaid matter: A. E. Spires, President, and W. E. Long, Secretary, respectively, of the Chamber of Commerce; and John Butler and W. H. Crockett, abutting property owners.

Messrs. Spires and Long, as representatives of the Chamber of Commerce, recommended that the areas surrounding the proposed boulevard be acquired for parkways, in line with that organization's beautification program under way.

M. H. Crockett submitted an offer to give the right-of-way through his property in return for the two triangular strips formed by the cutting of the roadway, and the agreement on the part of the City that such triangles would be maintained as parkways in such manner as not to obstruct the