

MEETING OF THE COMMISSIONERS OF THE CITY OF SAN ANTONIO:

MONDAY, SEPTEMBER 24TH. A. D. 1917, 4:00 P.M.

PRESENT: Honorable Sam C. Bell, Mayor, Presiding, and Commissioners Lambert, Heuermann and Lowther., Absent, Garland.

Minutes of previous meeting were ordered approved.

-----MEMORIALS AND PETITIONS.-----

The following petitions were read and referred to the Commissioner of Fire and Police: S. Rabe, at 215 Alamo Plaza, S. F. Peyton at 217½ Alamo Plaza and Frenchy's Restaurant at 317 E. Commerce street to erect electric signs. Petrich-Sauer Lumber Co. to install a gasoline storage tank and pump, and Shelley Loring Co. for permit to erect a hitching post on Main Avenue near Travis street.

Petition of West End Lumber Co. for permit to lay water main in Bushnell street and connect with water main in McCullough Avenue, and petition of Citizens requesting that Drexel Avenue be placed in good condition were read and referred to Commissioner of Streets and Public Improvements.

Petition of W. W. Thompson for correction of assessment was read and referred to Commissioner of Taxation.

On Motion of Commissioner Heuermann the Public Service Company was granted permit to lay additional tracks in Maverick street in accordance with the following letter:

San Antonio, Texas, September 20, 1917.

Mr. Louis Heuermann, Commissioner of streets, etc., San Antonio, Texas

Dear Sir:

The San Antonio Public Service Company hereby requests permission to put in a switch and curve at the back of the car barns on Maverick street at about the middle of the block, from A. to B. as per attached sketch.

This switch and curve are necessary in order to provide an additional exit for the purpose of getting cars out of the barns.

Respectfully submitted,

W. B. TUTTLE,

Vice President.

The following communication was introduced by Commissioner Lambert and accepted by the Commissioners:

To The Mayor and City Commissioners of the City of San Antonio:

Gentlemen:

Your petitioners, citizens of San Antonio and the owners of City Block No. 3053 located in the Northern part of the city, which said city Block extends from Jones Avenue to the River, hereby agree to donate to the City for street purposes and general public uses a strip of land thirty-two (32) feet wide near the south line of said City Block No. 3053 to extend from or near the East end of Ashby Place to the River, provided City will accept same as a public street and within a reasonable time, say twelve months, grade and tarviate or gravel said street.

The said strip of thirty-two (32) feet proposed to be donated is to be located just North of line to run one (1) foot North of and parallel with our South line of said City Block No. 3053.

We further agree to pay for and donate to the City a strip two hundred (200) feet on River front off the East end of said City Block No. 3053 for a public highway or Boulevard and park full width of property from North to South line.

Mr. C. C. ...

It is further agreed to use said street to drain part of the storm water that accumulates between Tobin Hill and Laurel Heights during heavy rains and which now flows down Josephine street and adjoining property at a depth of from two (2) to three (3) feet and which must be taken care of properly sooner or later.

It is further understood that if our South Neighbor agrees to give a certain number of feet of his property from Jones Avenue to the River for part of said street before any improvements are made, said number of feet that he donates to be taken off the North side of said street so as to leave said street not less than thirty-two (32) feet in width and as much more as all parties concerned may agree upon.

Dated this _____ day of _____ 1917.

Respectfully submitted,

Schuman Estate

On motion of Commissioner Lambert the Camp Travis Land Company were granted permission to run an amusement park on land owned by them and bounded by the Austin road on the East, New Braunfels Ave. on the West, the Country Club Grounds on the North and Mahncke Park.

On motion of Commissioner Lowther the following petitions for changes in Jitney routes were granted.

- V. S. Cardwell.
- M. Elizondo.
- W. F. Iwan
- T. J. Harwell.

Commissioner Heuermann introduced the following ordinances which were read and adopted on roll call as follows: Ayes, Bell, Lambert, Heuermann and Lowther.

MB-858-1 An Ordinance Granting permit to C. W. Jackson to operate car No. 91531 in Local street transportation.

-858-2 An ordinance granting permit to John J. Crow to operate Car No. 10179 in Local street transportation.

Commissioner Hauer mann introduced the following ordinance which was read and adopted on the followin roll call: Ayes; Bell, Lambert, Heuermann and Lowther.

- 859 AN ORDINANCE.

BE IT ORDAINED BY THE CITY COMMISSIOERS OF THE CITY OF SAN ANTONIO: that, a certain ordinance passed and approved on the 28th day of May 1917 in which the Mayor was authorized to enter into a contract with Wooley Construction Company for the construction of cetrain sidewalks in fron of the properties of various owners in different parts of the City, be and the same is hereby cancelled and rescinded and declared ~~in~~ of no effect, owing to the fact that the Wooley Construction Company has been dissolved.

Commissioner Heuermann introduced the following ordinance which was read and adopted on the following roll call: Ayes, Bell, Lambert, Heuermann and Lowther.

- 860 AN ORDINANCE.

Appropriating money for pay rolls week ending September 22nd, 1917.

BE IT ORDAINED BY THE CITY COMMISSIOERS OF THE CITY OF SAM ANTONIO, that the Mayor be and is hereby authorized to issue warrants for the payment of wages to City Day Laborers for the week ending September 22nd, 1917, and that the following sums be and are hereby appropriated out of the seferal General and Special funds for that purpose to-wit:

1917 General Fund - - - - \$1,495.55.

The following ordinance was introduced by Commissioner Heuermann, read and adopted on the following rollcall: Ayes, Bell, Lambert, Heuermann and Lowther.

MB-861 AN ORDINANCE.

Appropriating \$534.00 out of 1917 General Fund to pay S.A. Portland Cement Co. for one car portland cement for general use of street maintainance Dept.

BE IT ORDAINED BY THE CITY COMMISSIONERS OF THE CITY OF SAN ANTONIO, that the sum of Five Hundred, thirty-four Dollars (\$534.00) be and the same is hereby appropriated out of the 1917 General Fund to pay S. A. Portland Cement Co. for one car cement (Containing 200 bbls) for use of Street Maintainance Dept. account general repairs.

The following recommendation from the City Purchasing Agent was read and adopted:

Sept. 24-1917

Honorable Mayor and Board of City Commissioners, City.

Gentlemen:

In regard to the bids for 32 trailers, opened August 2nd, I respectfully recommend that the bid of the Miami Trailer Co. of \$150 per trailer, be accepted. This appears to be the strongest and best built trailer, which has been submitted to us for inspection, and the price seems reasonable for the style of trailer, which this concern offers. This price includes bodies built to our specifications, and the price is F.O.B. San Antonio, however they make an additional charge of \$1.50 per trailer for a connection on the rear of the chassis to which another trailer may be attached, and also charge \$6.00 additional for each trailer that we fail to take under the specified number of 32.

Mr. Lambert suggests that we order about twenty-four (24) of these trailers, and the writer joins him in recommending that we order this number. The Miami people promise to ship the trailers in twenty days after they receive the order.

Yours very truly,

R. L. DALTON,

City Purchasing Agent.

On motion of Commissioner Lowther the following petitions were granted: M. Lee, at 1221 W. Houston street, Spurlong and Kirk at 201 W. Houston street and Liberty Cafe at 216 E. Houston street, for permits to erect electric signs. Also Sunset System to replace billboard at 228 South Flores street.

Commissioner Lowther introduced the following ordinance which was read and adopted on the following roll call: Ayes, Bell, Lambert, Heuermann and Lowther.

-862 AN ORDINANCE.

WHEREAS, it has been called to the attention of the Commissioners of the City of San Antonio that chauffers and other civilians within the limits of the City of San Antonio are constantly buying beer and other intoxicating beverages, or drinks for Soldiers of the United States Government, located at, within, or near the City of San Antonio, in violation of the laws and of the rules, regulations and proclamations heretofore promulgated, and which are in force, by the War Department; and

WHEREAS, if said practice is not speedily stopped and the offenders arrested and convicted of such offenses, the same will greatly hamper the efforts of the Government in the prosecution of the war in which it is now engaged: THEREFORE,

BE IT ORDAINED BY THE COMMISSIONERS OF THE CITY OF SAN ANTONIO:

Section 1. That a reward of Twenty-five (\$25.00) Dollars shall be and is

hereby authorized for the arrest and conviction of any man buying beer, whiskey or other intoxicating beverages for United States Soldiers.

Section 2. That the sum of Twenty-five (\$25.00) Dollars be paid to the person or persons causing the arrest or giving information leading to the arrest and conviction of any person guilty of the offense hereinbefore mentioned, which said amount shall be due and payable upon conviction in each case.

Section 3. That the sum of One Thousand (\$1,000.00) Dollars or so much thereof as may be necessary shall be and is hereby appropriated out of the General Fund for the fiscal year 1917 to pay rewards for the arrest and conviction of persons committing the offense as herein provided.

PASSED AND APPROVED, this 24th day of September, A. D. 1917.

ATTEST:

SAM C. BELL,
Mayor of the City of San Antonio.

FRED FRIES,
City Clerk.

Commissioner Lowther introduced the following ordinance which was adopted after being read by the following roll call: Ayes, Bell, Lambert, Heuermann and Lowther.

AN ORDINANCE.

An Ordinance making it unlawful for any person to transport or offer to transport, or in any manner to aid or assist any person or persons to be transported in, on, over or through the streets, alleys or public highways of the City of San Antonio, by means of an automobile or other vehicle or in any manner, for purposes of lewdness, asination or prostitution, or for any other unlawful or immoral purposes, and providing a penalty therefor.
SEE ORDINANCE BOOK "F" PAGE 280.

Commissioner Lowther introduced the following ordinance which was read and adopted by the following vote on roll call: Ayes, Bell, Lambert, Heuermann and Lowther.

MB-864 AN ORDINANCE.

Appropriating \$252.00 out of 1917 General Fund to pay T.O. Miller for twelve traffic signals.

BE IT ORDAINED BY THE COMMISSIONERS OF THE CITY OF SAN ANTONIO, that, the sum of Two Hundred, Fifty-two and no/100 Dollars, (\$252.00) or so much thereof as may be necessary, be and is hereby appropriated out of the 1917 General Fund to pay T. O. Miller for twelve special made traffic signals.

The following report was submitted by Commissioner Lambert:

REPORT OF INSPECTION TRIP.

GARBAGE INCINERATOR PLANTS.

San Antonio, Tex. sept. 20th, 1917.

Honorable Mayor and Board of Commissioners,
City of San Antonio, Texas.

Gentlemen:

I beg to submit the following report of investigation of different types of incinerator plants, inspected during the recent visit to the north and east. Eight points were visited.

AT KANSAS CITY, the City Officials informed us that the City garbage was hauled by contractors but giving unsatisfactory results the City Engineer was making an inspection trip investigating incinerators.

MINNEAPOLIS, MINN., the garbage is collected in steel wagon tanks of three and one-half cubic yards or about one ton capacity. The tanks are hauled by horses to a central transfer railroad point where they, by mechanical appliances, are loaded on railroad cars, about fifteen tanks to the car, and then hauled during the night to the incinerator plant, about five miles distant from the central station, where the tanks again are lifted by mechanical appliances, from the railroad cars and dumped directly into the furnace. The cars are returned empty during the night to the central collecting point. About one hundred and twenty tons per twenty-four hours were hauled at the present time. The plant is a DeCarie Incinerator, a medium temperature plant, consisting of two units of sixty tons

each and one unit of fifty ton capacity. The two, sixty ton units have been in continuous use seventeen years; the fifty ton unit about one year. The twomold units have passed through two fires when the building was a wooden one and still give good service.

The furnace contains two grates, and upper and lower. The first one consists of a two inch water tube; the lower is a heavy cast iron shaking grate. The furnace chamber is all steel water jacketed and built throughout of plates and tubes. The combustion chamber is of steel casing lined with five bricks. The garbage is dumped through a trap door into the furnace and directly into the water tub basket suspended above the fire grate. It is the stoked and falls as it dries out down onto the lower grate on which the fire is maintained and where the cremation is completed. The gasses pass into the combustion chamber and thence through the pro-heater and then to the boilers and the flues.

The total cost of repairs spent upon the entire plant for the seventeen years was about Two Thousand five hundred dollars.

A large building encloses the plant whwrein there is installed light heating and hot water sterilizers, utilizing the steam and hot water from the incinerator. Three men are working at the furnaces which were burning at the rate of about one ton per unit in twanty minutes.

For a more detailed description of the DeCarie Incinerator, see booklet issued by the Company attached herewith. In starting the fire, a little coal is required, after which it burns for hours without additional fuel than the garbage itself. No odors were noticeable around the incinerator, nor outside the building. The smoke issuing from the chimney was of a light steam color, indicating good combustion. The product from the ask pits was ash with some clinkers and partially fused glassware. The tin cans were burned to such an extent that they could be flattened by the hand. During 1916 twenty-four thousand, four hundred and sixty tons (24, 460) were burned at a cost of forty-six and eight-tenth cents (46.8) per ton.

ROCHESTER, NY. In this City the DeCarie Incinerator consisting of two fifty ton capacity units, is run in conjunction with a reduction plant, thus only rubbish is handled in the incinerator. The principle of this plant is the same as the one examined at Minneapolis, with the one exception that the rubbish is handles by horse-drawn wagons to the incinerator, which is located in the central portion of the City.

NEW YORK, N. Y. Ridgewood, Borough of Queens. This City has two fifty ton units DeCarie Incinerators, erected two years ago. We found these in splendid condition. No odor could be detected inside nor outside the building; the smoke from the chimney showed good combustion. A rather amusing incident was told us at this point. Citizens objected to construction of this plant. One of these happened to away from the City during the erection of the plant. Afterwards he returned home and after remaining there for two months happened to think about the incinerator plant and inquired when it should be built. He was told it had been in operation for two months and then remarked, -"By j jingo, I have not smelt anythin". This proves that combustion of the incinerator must be agged one. The cost of running the plant amounted to fifty-nine (59) cents per ton.

WHITING, INDIANA. This town has a B.E.E. High temterature or blast furnace of twenty tens capacity. The plant has been in operation about one month and is the only one completed in this country. It is a German plant, used according to the builder, extensively in Germany. The builder could not give the cost of the plant, in fact, I think there was special provision made to build this plant and make a sample of it. The construction is fire brick lining in brick walls, back-stayed with steel beams. The fire box is steel plates and grates. The fire is driven by means of blowers directly over and through the charge burning it into a clinker in about fifteen minutes. It is provided with pro-heaters, dust arresters and combustion chamber. In operation the refuse is dumped from the wagons into a storage bin. It is removed from this bin in measured charged and fed into the charging hopper. This feeding devoce is mechanical and measures the charge. The charge can pass through the hopper into the furnace or be retained in the hopper by mechanical device at the option of the operator. The charge when dropped, goes into the furnace and upon the fire in the burning grates, where it is distilled and heated. It is gradually raked forward onto a clinker plate and finally removed in the form of clinkers. The gasses pass into the combustion chamber for further destruction.

A feature at the plant was the ventilation, combined with the artificial draft, so that the orod from the garbage dumped into the bin couldnot be detected on account of the draft carrying the orod to the furnace. No odor could be detected in or at the plant and the smoke from the chimney showed good combustion.

This is a good incinerator and it worked well, but new in this country and under our condition. My impression is that it is expensive to erect and according to the builder's statement, that the sheets and brick would have to be renewed every two yers, would indicate that its maintainance is expensive.

OAK PARK, ILLINOIS. It is an old style forty ton plant in four units, three fire grates to the unit, built by Lewis-Ketchum, a modification of the English system, low temperat ure.

The Charge is suspended above the fire grates on a fire brick hearth. The fire passes up through openings in this hearth, passing over and around the garbage until consumed. The arch and sides are fire brick, supported by brick walls and back-stayed of steel beams. It has neither combustion chamber, nor force draft but was destroying the garbage, although requiring considerable stoking and some coal. The smoke from the chimney was rather yellow and did not incinerate well. The cost of burning was sixty-one and four tenth (61.4) cents per ton.

OAK FOREST, COKE CO. POOR FARM. Is also a modification of the English System. Did not appeal as a sanitary incinerator. It is operated by inmates of the poor farm.

BUFFALO, N.Y. A Heaton Distructor, built after the English system is operated in connection with a reduction plant. It employs twelve men per day and burns forty tons of rubbish, after separating paper, bottles, etc. It is a brick arch construction and according to the Superintendent, needs frequent repairs.

PITTSBURG, PA. This is a Sterling Incinerator, low temperature, built after the English system and operated in connection with a separation plant. The Superintendent of the plant informed us that it was an expensive plant requiring frequent repairs.

The average material to be turned into incinerator furnaces requires about 1000 degrees of heat and about 1200 degrees for the combustion of gasses. It stands to reason that the high temperature furnace will more quickly destroy the refuse than will a furnace of lower temperature, but except for quick destruction any temperature above that needed for good combustion is unnecessary. It follows also that the low temperature furnaces cannot thoroughly burn the garbage and it is therefore neither odorless nor sanitary. These furnaces will require frequent stoking and an occasional addition of coal and are therefore not economical. A certain amount of air is also necessary for combustion, which is especially true regarding the combustion of gasses. This proper percentage of air, like the amount of heat, varies with the material to be burned and is determined by trial and in the operation of the plant, but under average conditions, is about ninety cubic feet per pound of refuse. Any incinerator which does not provide a chamber for the more complete combustion of gasses given off from the burning charge, called a combustion chamber, is lacking in an essential and will not be odorless.

The fire brick linings are bound to burn out under the trying conditions of the incineration process. Fire brick will stand a steady uniform heat of three thousand degrees for a considerable time. They would stand the temperature of an incinerator furnace of one thousand to twelve hundred degrees for a much longer time if the heat was evenly applied, but when the raw charge comes directly into the furnace the tendency is a sudden reduction of heat subjecting the brick to more or less changes of temperature, as the fire gets under way again there is a rise of temperature. These changes of temperature must necessarily cause a destruction of the brick. While this effect is greatly reduced in plants as at Oak Park and Whiting, the medium temperature, drying hearth type, the DeCarie is one on entirely different principle, there being no fire brick used. The heat exposed parts are cast iron. It has less arch effect for heat reflections within the furnace and has a large water tubular basket in which to suspend and try out the material. All parts of the DeCarie exposed to intense heat and coal or wet material and thus to the temperature stresses are protected by water circulation.

From the above and from actual inspection of the various incinerators under operation and from information of parties familiar with the respective incinerators, I conclude that the drying hearth or DeCarie plant is most advantageous to the City of San Antonio.

At the present time of high cost of material, it should be further advantageous to fulfill the existing contract between the San Antonio Machine and Supply Company, and the City of San Antonio, covering the construction of a DeCarie plant.

This contract provides for one unit of twelve ton capacity for eight hours and further provided, if the San Antonio Machine and Supply Company's bid is accepted, they also be given contract for erection of any other incinerator to be erected by the City of San Antonio.

It is, therefore recommended that the contract be extended to embrace the erection of two additional units of capacity twelve tons for eight hours.

And it is further recommended that the location for the plant be at Salado Creek, in the old M.K. & T.Ry. Company's gravel Pit and that two or three loading stations located at railways in the center part of the City be selected and erected.

Respectfully submitted,

RAY LAMBERT,
Commissioner of Sanitation, etc.

HANS HELLAND,
City Engineer.

On motion duly seconded and carried the meeting adjourned.

APPROVED: Sam E. Bell
MAYOR.

ATTEST: [Signature]
City Clerk.