

Council Chamber, Dec. 23, 1901.

Special session.

Called to order by Pres. Haarer.

Roll call: Present—Ald. Richards, Hamilton, Schlenker, Clancy, Schumacher, Roberts, Jenney, Coon, Burg, Pres. Haarer—10. Absent—Ald. Koch, Kearns, Brown, Weeks, Fischer—5.

THE CALL.

Mayor's Office, Dec. 23, 1901.

Mr. Jas. E. Harkins, City Clerk:

Dear Sir—Please issue the usual notice and call for a special meeting of the Common Council to be held at the council chamber this evening, Monday, Dec. 23, 1901, at 7:30 o'clock, local time, for the purpose of

I. To consider amendments to the Boland ordinance and to take action thereon.

II. To provide payment for the expenses of the special committee on water works.

R. S. COPELAND,

Mayor.

By Ald. Hamilton:

Resolved, that Rules 15, 16 and 21 of "Rules of the Common Council" be suspended for the evening. Carried.

Enter Ald. Fischer and Kearns.

Ald. Hamilton presented the following ordinance:

The Common Council of the City of Ann Arbor ordain:

Section 1. That section one of an ordinance entitled An Ordinance granting to William A. Boland, his successors or assigns, permission and authority to construct, maintain, own and operate an electric street railway in the city of Ann Arbor, granted May 27th, 1901, as amended by ordinance granted and passed by the common council of the city of Ann Arbor, November 25th, 1901, be and is hereby so amended as to read as follows:

Section 1. Permission and authority are hereby given and granted to William A. Boland, of the village of Grass Lake, Michigan, and to his associates and assigns, to construct, maintain and operate street railway in, through and upon the streets, avenues and bridges of the city of Ann Arbor, with all necessary turnouts, single tracks

and sidetracks, such turnouts and side-tracks as to length and location to be under the direction of the common council of the city of Ann Arbor, and to operate an electric street railway with first-class equipment along the following route, to-wit:

Commencing at a point on the west corporation line of the city of Ann Arbor near the northwest corner of section twenty-nine of the township of Ann Arbor, thence southeasterly along a private right of way to a point on Seventh street near the west branch of Mill creek; thence across Seventh street at grade; thence southeasterly along a private right of way to a point on Chapin street near the south side of said Mill creek; thence across Chapin street on a bridge or trestle giving a clear headway of at least eleven feet above the present roadway; thence easterly along a private right of way or along Ann street from its western extremity to the corner of First street and Ann street crossing the tracks of the Ann Arbor railway on a bridge or trestle, both of said bridges to be approved by the common council; thence easterly on Ann street to Fourth avenue, crossing the tracks of the Detroit, Ypsilanti, Ann Arbor and Jackson railway at Main street, also from the corner of Ann and Main streets, crossing the tracks of the Detroit, Ypsilanti, Ann Arbor and Jackson railway at a curve, and along the easterly side of Main street southerly and parallel with the existing track to Huron street; thence easterly along Huron street to Fourth avenue; thence northerly along Fourth avenue to Beakes street, crossing the tracks of the Detroit, Ypsilanti, Ann Arbor and Jackson railway at Catherine street; thence easterly on Beakes street to Broadway, crossing the Michigan Central railroad on an iron bridge to be constructed by said grantee for his own use and benefit, to be located immediately southeasterly of the overhead bridge now crossing the Michigan Central railroad tracks and of the same style of construction, and widening the approach to said overhead bridge on the east-

erly side thereof, and from bridge to bridge and over the Huron river on a suitable bridge for that purpose to be constructed immediately southeasterly of the highway bridge now constructed thereat; thence with a northerly turn to the center of Broadway, crossing the steam railway track at that point, and thence northeasterly on Broadway to a point on Travers creek at its intersection with Broadway; thence turning to the north on the west side of Travers creek; thence on private right of way northeasterly and along the east side of the Ann Arbor railroad, crossing Mill creek at its intersection with said Ann Arbor railroad to the east city limits of the city of Ann Arbor.

Provided, that in the event of an arrangement being entered into between the city of Ann Arbor and the Ann Arbor railroad for the elevation of the tracks of the Ann Arbor railroad and the construction of an under crossing of the street railway to be built under and by virtue of this ordinance, then the said grantee shall have the privilege of crossing Chapin street at a grade; and provided further, that in the event that the tracks of the said Ann Arbor railroad are so raised, then and in that event the grade of the tracks of the grantee thereunder shall not be depressed below the present grade of the Ann Arbor railroad tracks at the point of crossing under said elevated tracks, and a clear space of fifteen feet above the tracks of said grantee shall be provided for and also a width of fifteen feet for the passage of the cars of said grantee, his successors or assigns, under said tracks of said Ann Arbor railroad.

Provided further, that some satisfactory means of the passing of the cars of said grantee, his successors or assigns, into, through and out of the city towards the west along the route of the said grantee hereinbefore indicated shall be arranged with said Ann Arbor railroad and the Railroad Commissioner pending the raising of said tracks; and provided further, that said tracks of said Ann Arbor rail-

road shall be raised on or before the first day of October next.

Section 2. That section 28 of an ordinance entitled An Ordinance granting to William A. Boland, his successors or assigns, permission and authority to construct, maintain, own and operate an electric street railway in the city of Ann Arbor, granted May 27th, 1901, be and the same is hereby amended so as to read as follows:

Section 28. That said grantee, and his assigns, shall make no greater charge than five cents for one continuous ride upon said railway from any point in the city to any other point within the city limits of the city of Ann Arbor, and shall also sell six tickets for twenty-five cents, one of which tickets shall entitle any person to one continuous ride from and to any part of the city of Ann Arbor on or over the said street railway, and each and every person so paying such fare, or delivering any such ticket, shall be entitled to have and receive from said grantee, his successors or assigns, a transfer ticket to the Detroit, Ypsilanti, Ann Arbor and Jackson railway, or any other street railway now or hereafter to be constructed in the city of Ann Arbor, which, on presentation to said Detroit, Ypsilanti, Ann Arbor and Jackson railway, or any other street railway now or hereafter to be constructed in the city of Ann Arbor, within one hour from the time of issuance thereof, shall entitle any such passenger to one continuous ride over the said Detroit, Ypsilanti, Ann Arbor and Jackson railway, or any other street railway now or hereafter to be constructed in said city of Ann Arbor, to any part of the city; provided, that said Detroit, Ypsilanti, Ann Arbor and Jackson railway, or any other street railway now or hereafter to be constructed in said city of Ann Arbor, shall accept upon reciprocal terms such transfers and the said grantee, his successors or assigns, shall receive and accept in payment for single fares and continuous rides over the street railway constructed under this franchise

within the corporate limits of the city of Ann Arbor like transfer tickets issued and delivered by the Detroit, Ypsilanti, Ann Arbor and Jackson railway, or any other street railway now or hereafter to be constructed within the city of Ann Arbor, and the said grantee shall make and maintain such contract and provision for the issue of such transfer tickets by the Detroit, Ypsilanti, Ann Arbor and Jackson railway, its successors and assigns, or any other street railway now or hereafter to be constructed in the city of Ann Arbor, provided that said Detroit, Ypsilanti, Ann Arbor and Jackson railway, its successors and assigns, or any other street railway now or hereafter to be constructed in said city of Ann Arbor, shall accept transfer tickets of said grantee, or his assigns, under like reciprocal terms of transfer issued by the railway constructed hereunder.

There shall be no discrimination in rates of fare charged that shall in any way be detrimental to the interests of the city of Ann Arbor, and no greater charge than one and one-half cents per mile from any point in the city to any point outside the city, or from any point outside the city to any point inside the city; provided, however, no less than five cents shall be received; and provided further,

that children under five years of age shall be carried free when accompanied by parent or guardian.

Pres. Haarer put the question, "Shall this ordinance pass?"

Adopted as follows:

Yeas—Ald. Hamilton, Schlenker, Kearns, Clancy, Schumacher, Roberts, Jenney, Coon, Fischer, Burg, Pres. Haarer—11. Nays—Ald. Richards—1.

Exit Ald. Schumacher.

Enter Ald. Brown.

Ald. Hamilton presented the following bills and moved that they be allowed and warrants ordered drawn for the same on the contingent fund:

Riggs & Sherman.....	\$400 00
Hanchett & Hall.....	125 00
Edwards Bros.....	12 50

Ald. Brown moved to amend by requiring the opinions of Messrs. Hanchett & Hall and the report of Riggs & Sherman to be printed in the proceedings, as well as allowing the bills and ordering the warrants drawn. Carried.

Ald. Brown moved that action on the question as amended be deferred until the next regular meeting. Carried.

On motion the council adjourned.

JAS. E. HARKINS, Clerk.
Per G. O. CLARK, Deputy.