

Council Chamber,
Ann Arbor, Feb. 6, 1905.

Regular session.

Meeting called to order by Pres. Walz.

Present—Ald. Hutzel, Schlenker, Miller, Kearns, Schumacher, Markey, Bangs, Sherk, Goodyear, Coon, Robinson, Fischer, Pres. Walz—13.

Absent—Ald. Douglas, Gill.—2.

Minutes of previous meeting approved.

Communications.

From the Gen. Manager D., Y., A. A. & Jackson Railway, relative to half hour service on Packard street. Received and ordered on file.

From Frank Leverett relative to conditions in the public water supply. Received and ordered on file.

Petitions.

Of John W. Langley et al relative to better fire protection along Geddes avenue. Received and referred to Water Committee.

Of William Beaubien relative to claim of balance due him on contract for sweeping paved streets. Received and referred to the Finance Committee and Street Commissioner.

Of R. S. Copeland et al relative to Park Commission. Received and referred to special committee on revision of charter.

Reports of Committees.

FINANCE.

Ann Arbor, Mich., Feb. 6, 1905.

To the Honorable the Common Council,

Gentlemen:—Your committee on finance have had the following bills under consideration and would recommend their allowance and that warrants be drawn for same.

Respectfully submitted,

EMMETT COON,
GEO. H. FISCHER,
Committee

Contingent Fund.

S. W. Beakes, salary.....	8.33
M. E. Easterly, salary	20.00
Marvin Davenport, salary ...	6.25
T. D. Kearney, salary.....	50.00
Ed. Groves, salary	100.00
Ross Granger, salary	83.33

E. L. Seyler, salary.....	125.00
Daniel Ross, salary	83.33
E. K. Herdman, salary.....	37.50
T. B. Cooley, salary	37.50
H. B. Dodsley, salary	25.00
H. J. Brown, salary	12.50
Ross Cranger, clerk hire....	25.00
Mrs. C. A. Green, rent.....	32.50
Karl E. Gauss, supplies90
E. D. Hiscock, supplies ...	2.25
Martin Haller, supplies	4.50
George Wahr, supplies	22.95
Leo Gruner, supplies	3.00
D. J. Malloy, supplies.....	.45
Heinzmann & Laubengayer, supplies	36.35
Washtenaw Post, supplies ..	1.30
Mich. State Tel. Co., supplies	.15
J. C. Fischer, supplies.....	7.10
H. J. Brown, supplies	6.80
The A. A. Times Co., printing	31.50
The A. A. Argus, printing....	27.00
C. F. Meyers, printing	2.00
Sid W. Millard, printing	6.00
J. O. Gilbert, services	2.00
Glen V. Mills, directories....	7.50
Mich. State Tel. Co., tel. ser.	68.82
J. J. Smith, dray50
T. D. Kearney, fees	1.00
T. D. Kearney, express45
Fred Meyers, witness fees ..	1.10
Louis C. Stenke, witness fees	1.10
J. J. West, hauling	2.00
Ann Arbor R. R. Co., services	9.60
James E. Harkins, court and clerk services	8.00
S. W. Beakes, taxes	1.60
C. L. Miller, expenses to Ionia	12.29
G. H. Fischer, expenses to Ionia	12.29
T. F. Hutzel, expenses to Ionia	12.29

\$938.60

Fire Fund.

Fred Siple, salary	72.00
C. A. Edwards, salary.....	66.00
W. H. McLaren, salary	60.00
Max Witlinger, salary	60.00
Eugene Williams, salary	60.00
Herman Kirk, salary	60.00
Sam'l McLaren, salary	60.00
Fred Nordman, salary	60.00
Chas. Andrews, salary	60.00

Ralph Edwards, salary	60.00
Chas. Carroll, salary	30.00
Jos. Cebulskie, services	2.50
Harry Saunders, services ...	3.25
C. H. Warren, services	2.50
Wm. Rettich, services	3.25
John Morrison, services	1.25
James Williams, services ...	1.25
Chas. Herman, services	1.25
Mrs. Ream, washing	8.00
E. M. Wurster, repairs	19.95
Seybold & Esslinger, supplies	32.85
H. J. Brown, supplies	5.55
Mann Bros, supplies	1.00
Steel, supplies	22.43
Mich. Milling Co., supplies...	.72
Henry Richards, coal	29.00
Ed. Hitcock, coal	29.00

\$811.75

Poor Fund.

Dr. Hedman, services and supplies	4 35
Fred Spley, salary	10.00
Bigalke & Reule, supplies...	1.25
J. Eschelbach, supplies	3.65
Wm. Goetz, supplies	5.41
A. G. Koch, supplies	3.65
Ed. Hiscock, supplies	9.85
C. F. Pardon, supplies	2.00
Mrs. J. Goetz, supplies.....	15.08
Mrs. W. F. Ludholz, supplies.	9.79
Miller & Pray, supplies	4.34
G. B. Ottmer, supplies	6.42
Rnsey & Kyer, supplies	13.00
C. Rinsey, supplies	11.46
L. Rhode, supplies	25.90
Geo. Spathelf, supplies	2.00
Wm. F. Stimson, supplies....	4.75
C. Zuern, supplies	2.25

\$135.21

Police Fund.

O. M. Kelsey, salary.....	83.25
Harris Ball, salary	75.00
David Collins, salary	60.00
George Isbell, salary	60.00
John O'Mara, salary	60.00
Wm. Welch, salary	22.00
Schumacher's Hdw., supplies	8.55

\$368.88

Street Fund.

A. B. Black, snow plow.....	65.00
Seybold & Esslinger, supplies	11.25
Henry G. Pipp, supplies	13.08

A. J. Volland, supplies	5.15
Wm. H. Krapf, labor	14.05
James Mason, labor	4.58
Joseph Ross, labor	5.25
Herman Marquardt, snow plowing	4.00
Lewis Nowland, snow plowing	4.00
George Weeks, snow plowing	3.00
Bennett French, snow plowing	4.00
John Herst, snow plowing ..	4.00
Frank Marvin, salary	35.00

\$172.26

Dog Tax Fund.

F. R. Albro, for burying dog	.50
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Water Fund.

A. A. Water Co., amount bill of Dec. 9, less the fire hydrants	198.63
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Delinquent Tax Fund.

Emmett Coon, tax returned.	6.06
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Street Lighting Fund

Washtenaw Light & Power Company	1,003.02
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Recapitulation

Contingent fund	938.00
Fire fund	111.75
Poor fund	135.21
Police fund	368.88
Street fund	172.26
Water fund	198.62
Dog fund50
Delinquent fund	6.06
Street Lighting fund	1,003.02

Total

\$3,634.90

Adopted as follows:

Yeas—Ald. Hutzel, Schlenker, Miller, Kearns, Schumacher, Markey, Bangs, Sherk, Goodyear, Coon, Robinson, Fischer, Pres. Walz—13.

Nays—None.

ORDINANCE.

Ald. Fischer presented an ordinance authorizing the Toledo, Ann Arbor & Detroit Railroad Company to construct, maintain, and operate a street railway in and through the City of Ann Arbor, and defining the powers, privileges and restrictions of the said railroad company, which was passed to the second reading by the following vote:

Yeas—Ald. Hutzel, Schlenker, Miller, Kearns, Schumacher, Markey, Bangs, Sherk, Goodyear, Coon, Robinson, Fischer, Pres. Walz—13.

Nays—None.

AN ORDINANCE authorizing the Toledo, Ann Arbor & Detroit Railroad Company to construct, maintain and operate a street railway in and through the City of Ann Arbor, and defining the powers, privileges and restrictions of the said railroad company.

The Common Council of the City of Ann Arbor ordain:

Section 1. That consent, permission and authority be and is hereby given and granted to the Toledo, Ann Arbor & Detroit Railroad Company, a corporation organized and existing under the train or street railway laws of the State of Michigan, and to its successors and assigns, to construct, maintain, use and operate for a period of thirty years from and after the date of approval of this ordinance a street railway, the motive power of which shall be compressed air, direct current system of electricity, multiphase or alternating current system of electricity, storage batteries, or other modern rapid motive power, excepting steam, at the option of said grantees, with from time to time, the necessary switches, turnouts, poles, feeders, wires and other wires and appliances to operate the same through the City of Ann Arbor, and towards, or to the City of Toledo, Ohio, upon and along the following streets in the City of Ann Arbor, namely:—

Commencing at a point on the west side of South State street, near the south corporation line of the City of Ann Arbor, north of the tracks of the Ann Arbor Railway Company; thence north along the west side of South State street to Edwin street; thence to the center of South State street to Packard street; with the right to make a proper connection with the D., Y., A. A. & J. Ry. Co. at the intersection of Packard and State streets.

Provided that nothing herein contained shall give the grantees herein any right to operate its said line of railway on Packard and Main streets over the tracks of the D., Y., A. A. & J. Ry. Co., except such rights as they may have acquired by contract with said D., Y., A. A. & J. Ry. Co. and provided further that nothing herein contained shall give said D., Y., A. A. & J. Ry. Co. any greater rights in said streets than it now possesses.

Section 2. The said street railway shall be constructed and consist of a standard gauge track with, from time to time, all necessary switches, and turnouts, and, together with all of its cars, appliances and equipments, shall be constructed and maintained in the most approved modern manner and in all respects of firstclass material, and so as to interfere and interrupt as little as possible the ordinary traffic on and along the said streets and highways.

Section 3. This grant is made upon the express condition that said proposed street railway be constructed, built and in operation from Toledo, Ohio, to Ann Arbor, Michigan, within eighteen months from the date of this ordinance; in the event of a failure so to complete said street railway, within the time above limited, then this ordinance shall be in all things null and void.

In case a part of said railway is constructed and for good and sufficient reasons, beyond the control of said company, the same cannot be fully completed and in operation as above provided, then it is agreed that a reasonable extension shall be granted.

And this franchise is granted upon the further express condition that if the said grantees, their heirs, successors or assigns, shall sell, assign or consolidate, or attempt to sell, assign or consolidate the electric railway to be constructed under this franchise, with any steam railway; or if the said electric railway so to be constructed, or the stocks or

bonds thereof, shall be purchased, or otherwise acquired, by any such steam railway, or by a director, or other principal officer, or other person acting on behalf of any such steam railway, this franchise shall from thence be null and void.

And upon the further condition that the said grantees, their successors and assigns, and the corporation operating the street railway under this franchise, shall sprinkle, wet down and lay the dust on all that part of every street occupied by their tracks, or upon which their said cars run, by virtue of this franchise or under contract arrangement with any other company, and for a space or distance of two feet on either side of their said tracks, to the extent and so that the dust shall be at all times well and sufficiently laid. And the said Common Council shall have power and authority at all times to make such further rules, orders, ordinances or regulations, concerning the construction and operation of said street railway and cars, as may, from time to time, be deemed necessary to protect the interests, safety and welfare of the inhabitants of the said city, and to accommodate the public in its relation to the said street railway system.

Section 4. The said grantees, their successors and assigns, and the corporation operating the street railway under this franchise shall have the right, privilege, power and authority to carry passengers, baggage, express, United States mail, light and package freight, and shall carry passengers—that is to say, local passengers meaning thereby all persons who shall or may apply for carriage and transportation within the corporate limits of the City of Ann Arbor over the said line of street railway, or any part thereof, for one continuous passage one way, for a single fare of five cents for such passenger.

The said grantees, their successors and assigns, shall continuously

keep on every car devoted to passenger service a supply of tickets for sale at and for the price of twenty-five cents (25c) for six tickets, one of which tickets shall entitle any person to one continuous ride from and to any part of the city on and over said street railway, and each and every person so paying such fare or delivering any such ticket shall on application be entitled to have and receive from the said grantees, their successors and assigns a transfer ticket, to the Detroit, Ypsilanti, Ann Arbor and Jackson Railway, or any other street railway that may hereafter be constructed within said city, within two hours from the time of issue, shall entitle any such passenger to one continuous ride over said Detroit, Ypsilanti, Ann Arbor and Jackson Railway or any other street railway that may hereafter be constructed within said city to any part of the city; and the said grantees, their successors and 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, like transfer tickets issued and delivered by the Detroit, Ypsilanti, Ann Arbor and Jackson Railway, its successors and assigns, or other street railway hereafter constructed within said city and the said grantees shall make and maintain 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 that may hereafter be constructed within said city, and shall carry and transport children under age of five years, when accompanied by guardian or parent; and all the members of the Ann Arbor police force, fire department force, aldermen and engineering force, when on duty, free

The provisions of this section shall not apply to passengers or persons who begin and end their journey outside of the limits of the City of Ann

Arbor, but shall be understood to apply strictly to local passenger traffic only, except that all persons who begin or end their journey within the corporate limits of the City of Ann Arbor, shall be entitled to receive, have and make use of such transfer tickets.

Section 5. This grant is made upon a further condition that all of the cars of said street railway shall at all times be propelled by electric power or such other rapid motive power, except steam, as the grantees shall, or may, from time to time, deem expedient. The said cars shall be of modern type and shall at all times be properly lighted and comfortably heated, and be propelled at a rate of speed not exceeding twelve miles per hour.

The said railway company, its successors and assigns shall operate cars over said line on a schedule of not less than one car per hour, but may operate its cars as much oftener as it may deem necessary.

In the paved, or hereafter to be paved portion of said street, the poles erected by the said grantees shall be of iron, all other poles may be of well shaped cedar and at all times maintained properly painted.

All the rails of the said railway, laid in said streets, shall be not less than 90 lb T or tram rail and the said grantees shall at all times keep and maintain the space between the rails and eighteen inches on the outside of the rails filled with fine crushed stone and packed down flush with the rails, subject to the approval of the Board of Public Works, so that the travel on the streets will be as little obstructed as possible.

The tracks and other appliances shall be laid and constructed in a careful and prudent manner and by careful bonding and other approved methods, provide against electrolysis of gas, water and other pipes laid beneath the surface of the street; and the grantees, their successors and assigns, shall be liable

for, and shall pay to any person, firm or corporation entitled thereto, any and all damage occasioned by electrolysis, coming from the said electric railway construction or operation.

No cars shall be allowed to remain standing idle upon any street within the city limits, except by consent of the Common Council, nor shall any cars be permitted to stop on any crosswalk or any other street crossing except in case of accident, or to take on or to discharge passengers, and then only without obstructing the crosswalks.

All cars taken over said railway shall be in charge of sober, prudent and experienced employees, and it shall be the duty of every person in charge of any car, to keep a vigilant watch or lookout for all teams, persons on foot and especially children and all other obstructions, either upon the tracks or moving towards it, and at first appearance of danger, the car shall be stopped in the shortest time and space possible and all the cars shall be provided with sufficient air brakes for that purpose.

The cars upon said railway shall be always entitled to the track except as against the fire department, when on duty, and buildings being moved under the direction of the Board of Public Works, and the driver of any vehicle obstructing the same shall turn out and leave the track free upon the approach of any car, as soon as possible, and so as not to impede the car; and any person who shall refuse so to do, after having been warned by the motorman, or other person in charge of the car by the ringing of the car bell, or otherwise, shall upon conviction thereof, before any court of competent jurisdiction, be fined in any sum not exceeding twenty-five (\$25) dollars and the cost of prosecution, and the court upon the imposition of any such fine shall have the further power and authority, to sentence any such offender to confine-

ment in the common county jail of the County of Washtenaw, until such fine and cost shall be paid, not exceeding thirty days.

Section 6. Whenever the Common Council of the City of Ann Arbor shall order any of the streets over which this franchise is granted, to be paved, repaved, or otherwise improved, or any part or parts thereof, wherein the tracks of said street railway are laid, it shall be the duty of the said grantees, their successors and assigns, and they shall at their own cost and expense, grade, pave, repave, or otherwise improve all of the parts of said streets which lie between the outer rails of their said tracks, and one foot six inches distant therefrom on the outer side thereof, and also the space lying between the main tracks or track, and all side tracks, and all other places where there are side tracks, turn-outs, or switches with like kind of material other than street asphalt, at the same time and in the same manner in which the other portions of said streets, or street, shall or may be paved, repaved or otherwise improved.

If the said street railway shall be constructed in any street already paved, then said grantees shall pay to the City of Ann Arbor the cost of all material which the said grantees would be required to furnish to pave any such street. If said grantees shall make use of the high tension system for providing current, the wires shall be safely insulated and subject to the approval of the Common Council, the poles for its high tension feeders shall be erected on some convenient street, which the Common Council shall designate, such designation to be made within sixty days after notice, or the said grantees shall have the power and authority to select such convenient street or streets for them.

If possible, said railway company will not locate a rotary station within the city limits in order to avoid stringing high pressure wires within

the limits of said city.

Section VII. The tracks of said railway shall be laid in the street at the points and on the lines designated by the Common Council, and in the event that the said Common Council shall, for any reason, fail to make such designation within sixty days after receiving notice from the said grantees so to do, then the same shall be laid in and along the center of said street.

Section VIII. The said grantees, their successors and assigns, operating the street railway under this franchise shall, after completing the construction of said street railway, restore the streets and all portions thereof, occupied by said street railway and maintain the same in as good condition as the same were at the time such railway construction shall commence, and the said street railway shall be in all things constructed and operated in such a manner so as to interfere as little as may be with public travel and traffic in and along the streets and avenues of the City of Ann Arbor.

Section 9. The said grantees shall, within ten days after the passage of this ordinance, file with the City Clerk a written acceptance of the same and of all the terms and conditions thereof.

Section 10. Said Toledo, Ann Arbor & Detroit Railroad Company shall permit any other interurban railway company or city railway seeking admission to Ann Arbor to use its tracks and switches for the following compensation, viz.: said applying company or road to pay one-half of the interest on the bonded value of such tracks so used and one-half the expense of maintenance of such portion of the track so used.

Section 11. The said grantees and their assigns shall be liable for all damages which the city may sustain by reason of any negligence on the part of the grantees, their agents, contractors or sub-contractors in the construction of said railroad and shall hold the city harmless therein,

including all costs and expense incurred in defending any suit occasioned thereby, or which may arise out of or be based upon alleged negligence. The said grantees and their assigns shall file a bond before doing any work in said city other than surveying in the penal sum of ten thousand dollars, conditioned to hold the city harmless as aforesaid.

Section 12. This ordinance shall take effect and be in force from and after the expiration of ten days from the legal publication thereof, and after filing with the City Clerk a written acceptance of the same as above provided.

Section 13 All ordinances or parts of ordinances inconsistent with the provisions of this ordinance are, to the extent of such inconsistencies, hereby repealed.

LICENSE.

Feb 6, 1905.

To the Honorable the Common Council.

Gentlemen:—Your committee on licenses respectfully report that the application of Roach and Curtis for saloon license complies with the ordinance, and we recommend that the license be issued upon the filing of the proper bond by the applicants

EMMET COON,
CHAS. L. MILLER,
GEO. H. FISCHER,
Committee.

Adopted as follows:

Yeas—Ald Hutzel, Schlenker, Miller, Kearns Schumacher, Markey, Banks, Sherk, Goodyear, Coon, Robinson, Fischer, Pres. Walz—13.

Nays—None.

BOND.

Feb. 6, 1905.

To the Honorable the Common Council.

Gentlemen:—Your committee on bonds have had the following bonds under consideration and would recommend their approval:

Saloon bond—Principal, Frank Roach and E. L. Curtis, Sureties, George M. Clarkin and Oswald Dietz.

Liquor bond—Principal Frank Roach and E. L. Curtis. Sureties, George M. Clarkin and Oswald Dietz.

PHIL SCHUMACHER,
TITUS F. HUTZEL,
Committee.

Adopted as follows:

Yeas—Ald Hutzel, Schlenker, Miller, Kearns, Schumacher, Markey, Bangs, Sherk, Goodyear, Coon, Robinson, Fischer, Pres. Walz—13.

Nays—None.

SPECIAL.

Ann Arbor, Mich., Feb. 3, 1905.

To the Honorable Council.

Your special committee, after conferring with the president and secretary of the Water Company in regard to sprinkling, beg leave to report that the rule prohibiting the sprinkling of gardens will be rescinded, and the right to restrict the sprinkling to two hours was only intended to be enforced in case of severe drouth or when it is absolutely necessary.

O. L. ROBINSON,
GEO. H. FISCHER.

Received, ordered on file and committee discharged.

OFFICERS REPORT.

To the Common Council.

Gentlemen:—In the matter of the high tension wires of the Detroit, Ypsilanti, Ann Arbor and Jackson Railway referred to me I report as follows:

The only authority said railway ever had to string high tension wires within the limits of the city is contained in the franchise granted to Messrs. Hawks and Angus on December 21st, 1900. Said franchise contains the following provision: "And the said Common Council shall have power and authority at all times to make such further rules, orders, ordinances or regulations concerning the construction and operation of said street railway and cars as may, from time to time, be deemed necessary to protect the interests, safety and welfare of the inhabitants of the said city, and to

accommodate the public in its relation to the said railway system."

By virtue of the power reserved in the ordinance the city may require said railway to remove its said high tension wires from within the limits of the city, if this can be done without interfering with the successful operation of the road. If to successfully operate said road it is necessary to have said high tension wires within the limits of the city, the Council has the power to direct where and in what manner they shall be strung, or it may require said railway to put its said wires under ground.

Respectfully,
THOS. D. KEARNEY,
City Attorney.

Received and referred to special committee consisting of Ald. Fischer, Godyear and Kearns.

To the Common Council.

Gentlemen:—In the matter of the claim of Adolph Feinkbeiner for injuries received at the Parker gravel pit on the 2d day of September, 1904, while in the employ of the city referred to me, I respectfully report that with the assistance of Alderman Miller I have agreed to settle the matter for one hundred and forty dollars and the transfer of Feinkbeiner to the hospital for treatment at the expense of the city.

I have prepared a receipt for Feinkbeiner to sign releasing the city from all claims for damages and recommend that a warrant for one hundred and forty dollars be drawn and delivered to him upon his signing said receipt.

Respectfully submitted,
THOS. D. KEARNEY.

By Ald. Con:

Resolved, that the report and recommendation of the City Attorney be concurred in, and that a warrant for \$140.00 be drawn in favor of Adolph Feinkbeiner in settlement of all claims by him against the city.

Adopted as follows:

Yeas—Ald. Huzel, Schlenker, Miller, Kearns, Schumacher, Markey, Fangs, Sherk, Godyear, Con, Robinson, Fischer, Pres. Walz—13.

Nays—None.

FIRE COMMISSIONER'S REPORT.

Ann Arbor, Mich., Feb. 1, 1905.
To the Honorable the Common Council of the City of Ann Arbor:

Gentlemen:—In accordance with your instructions we caused a test to be made on January 30th of the water works system, with reference to the ability to extinguish fire. The results were as follows:

One stream through 300 feet of hose, 1½ nozzle, from the hydrant at the corner of State and Huron streets, with no others in use, 36 feet.

One stream through 200 feet of hose, 1 inch nozzle, with five streams playing, from the hydrant at corner of Huron and Thayer streets, 43 feet.

One stream through 200 feet of hose with ¾ nozzle, with four streams playing, from the hydrant at corner of Huron and Thayer streets, 56 feet.

One stream through fifty feet of hose, 1½ nozzle, with five streams playing, each through fifty feet of hose, hydrant at corner of State and Huron streets, 38 feet.

One stream through fifty feet of hose, with 1 inch nozzle, four streams playing, each through fifty foot hose, hydrant at corner of State and Huron streets, 49 feet.

One stream through fifty feet of hose, with no other streams playing, at the corner of State and Washington streets, 60 feet.

In general, forty feet was a fair average height thrown. At no time were we able to throw five streams fifty-four feet high with reservoir pressure. We asked for direct pressure and were informed by Mr. Huzel, Supt. of the Ann Arbor Water Co., that they were unable to furnish direct pressure at that time.

The above tests were made at the High School grounds, Monday, January 30th, 1905.

SID W. MILLARD,
MOSES SEABOLT,
GEO. E. APFEL,

Board of Fire Com.

Received and ordered on file.

Report of City Officers.

TREASURER'S REPORT.

For Month Ending January 31, 1905

PAVING FUNDS.

Tax Account Paving District No. 4.	253 44
Tax Account Paving District No. 5.	349 96
Tax Account Paving District No. 6.	10 61
Tax Account Paving District No. 7.	\$ 106 70
Tax Account Paving District No. 8.	130 12

Total, \$ 850 83
On hand Jan. 1, 1905 17,009 14

On hand February 1, 1905 \$17,859 97

Condition of Paving Funds on the 1st day of February, 1905.

	On hand	Over drawn
Tax Acc't Paving Dis. No. 3.		
Lab Acc't Paving Dis. No. 3.	\$ 518 65	
Tax Acc't Paving Dis. No. 4.	4,758 75	
Lab. Acc't Paving Dis. No. 4.		85 03
Tax Acc't Paving Dis. No. 5.	4,700 56	
Lab. Acc't Paving Dis. No. 5.	50	
Tax Acc't Paving Dis. No. 6.	818 27	
Lab. Acc't Paving Dis. No. 6.	7 50	
Tax Acc't Paving Dis. No. 7.	5,254 94	
Lab. Acc't Paving Dis. No. 7.	1,050 95	
Tax Acc't Paving Dis. No. 8.	592 07	
Lab. Acc't Paving Dis. No. 8.	324 54	

Total, \$18,026 73 \$ 166 76
Balance on hand \$17,859 97

LATERAL SEWER FUNDS.

Treasurer's Report Month ending Jan. 31, 1905.

Tax Account Lateral Sewer No. 9.	7 81
Tax Account Lateral Sewer No. 11.	24 00
Tax Account Lateral Sewer No. 12.	9 33
Tax Account Lateral Sewer No. 13.	255 15

Total 296 29
Overdrawn Jan. 1 3,766 91

Overdrawn Feb. 1 3,470 62

Condition of Sewer Funds on the 1st day of February, 1905.

	On Hand	Over drawn
Tax Acc't Lat. S'r No. 8.		\$ 22 85
Tax Acc't Lat. S'r No. 9.		171 29
Lab. Acc't Lat. S'r No. 9.		458 47
Tax Acc't Lat. S'r No. 10.	\$ 75 53	
Lab. Acc't Lat. S'r No. 10.	223 19	
Tax Acc't Lat. S'r No. 11.	648 23	
Lab. Acc't Lat. S'r No. 11.		292 38
Tax Acc't Lat. S'r No. 12.	1031 15	
Lab. Acc't Lat. S'r No. 12.		937 37
Tax Acc't Lat. S'r No. 13.	1,206 82	
Lab. Acc't Lat. S'r No. 13.		4,773 18

Total \$4,184 92 \$6,665 54
Balance Overdraft, 3,470 62

STATE, COUNTY AND SCHOOL FUNDS

State Tax	
Collected in January	\$ 3,209 23
County Tax	
Collected in January	2,160 06
School Tax	
Collected in January	8,378 54
Total	13,747 83
On Hand Jan. 1	42,360 24
	56,108 07
Paid County and School Treasurers	35,000 00
	21,103 07

Condition of State, County and School Funds on the 1st Day of Feb., 1905.

DISBURSED, WARRANTS PAID.

	Amount	On Hand
State Tax paid Treasurer	\$10,000 00	\$ 1,402 82
County Tax " Treasurer	5,000 00	3,292 56
School Tax " Treasurer	20,000 00	16,412 69
Total	35,000 00	21,108 07
Balance on Hand		21,108 07

MONEY RECEIVED.

Contingent Fund.

Liquor Tax from Co. Treas.	437 25	
Interest on Daily Balances		
July 1 to Jan. 1	308 02	
City Clerk, City Scales	1 50	
City Clerk, Plumber's license	50	747 27
Dog License Fund—From City Clerk		2 25
Bridge, Crosswalk and Culvert Fund		
From Fred Schmid		100 00
Delinquent Tax Fund		
Collections by Co. Treasurer	281 63	
State Tax Sales 1903 and 1904	315 32	
Collections by Auditor Gen.	26 99	623 94
Uncollected City Tax Fund		
City Tax collected in January		19 22
Rejected Tax Fund		
Rejected tax collected in Jan.		2,509 78
Sidewalk Building Fund		
Tax collected in January		126 60

Total 4,129 06
Balance on hand January 1 18,092 48

Expenditures

On hand Feb. 1, 1905 19,202 23

DISBURSED, WARRANTS PAID.

Bridge, Culvert and Crosswalk Fund,	125 12
Contingent Fund,	399 52
Dog License Fund,	1 00
Fire Fund,	345 49
Poor Fund,	675 43
Police Fund,	83 33
Street Fund,	456 47
Park Fund,	8 25
Street Lighting Fund,	924 70

Total, 3,019 31

CONDITION OF CITY FUNDS, JAN. 1, 1905

	On Hand	Over drawn.
Bridge, Culvert and Crosswalk Fund,	\$5,289 51	
Contingent Fund,	7,352 09	
City Cemetery Fund,	102 65	
Dog License Fund,	50	
State Dog Tax Fund,	100 00	
Delinquent Tax Fund,	167 51	
Fire Fund,	2,123 57	
Poor Fund,	347 18	
Police Fund,	1,118 00	
Street Fund,	2,383 47	
Uncollected City Tax Fund,		5,220 72
Water Fund,	4,377 04	
Storm Sewer Fund,	15 45	
Rejected Tax Fund,		113 63
Park Fund,		266 19
Street Lighting Fund,	3,103 84	
Sidewalk Fund,		237 65
Sidewalk Building Fund,		1,420 39

Total, \$26,460 81 \$7,258 58
Balance on hand 19,202 23

Ann Arbor, Mich., Feb. 6, 1905.
To Whom It May Concern:

This is to certify that S. W. Beakes as Treasurer of the City of Ann Arbor, had on deposit in the Farmers & Mechanics Bank on the first day of February, 1905, the sum of fifty-four thousand, six hundred eighty-one dollars and forty-nine cents (\$54,681.49).

Signed, H. A. WILLIAMS,
Assistant Cashier.

On Hand—City Funds,	\$19,202 23
Paying Funds,	17,859 97
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Overdrawn—Sewer Funds,	\$37,062 20
	3,470 62
	<hr/>
	33,591 58
State, Co. and School Funds.....	21,108 07
	<hr/>
Total	54,699 65
Cash	18 16
	<hr/>
Bank Balance,	\$54,681 49

Respectfully Submitted,

S. W. BEAKES, Treas.

The reports of the City Treasurer, Clerk, Marshal, and Physician received, accepted and ordered on file.
By Ald. Fischer:

Resolved, that the Council adjourn to next Monday evening, Feb. 13th, 1905. Adopted.

ROSS GRANGER, Clerk.