

- August 7<sup>th</sup> 1911 -

The council met in regular session with President  
 Geo. Tom Geiger in the chair

The roll being called the following member  
 answered to their names.

Messrs. Brown, Geiger, Kellogg, Patton,  
 Shuckler, Troy, Wadsworth Present 7, Absent 0.

The following communication was  
 read

To the Mayor and Safety director and council  
 of the city of Alliance, O. The undersigned asks  
 permission of your honorable body to place a  
 small building he has to keep his carpenter  
 tools and to do small work on the end of an  
 alley leading from Broadway St to an alley  
 running from Park Avenue east to the bank  
 of the Lake Erie Alliance, Wheeling Railroad  
 this place is such that a team might be  
 driven over a high bank and said building  
 the petitioner thinks would be a betterment  
 to place, and the said building would be  
 in a very convenient place to hold  
 elections of said 4<sup>th</sup> ward and it is to be  
 understood that the Petitioner will give  
 free use to the city to hold all elections  
 of said ward in the said building if he  
 can put small addition to rear of same  
 to put work bench in and thinks such  
 building is such that voting booths can  
 remain in building and save expense of  
 moving and there will be stove in  
 same for heating. These petitioner think  
 said locating will be no detriment to  
 any one and a benefit to city

Respectfully asked by R. G. Smith of 1124  
 South Park Ave.

Alliance O.

August 5<sup>th</sup> 1911

On motion of Wadsworth, seconded by Shuckler, the  
 communication was referred to the com. on  
 Streets, Alleys

City Auditor submitted the following  
 communication

There are several lots on Harrison Street Sewer  
 No 118 between Union Avenue and Garfield that  
 are assessed in the assessing ordinance  
 that are unassessable for the reason  
 that these lots extend from Ely to  
 Harrison and they have been provided  
 with Sanitary Sewer, and paid for  
 Referred to assessing committee

Councilman Shukler submitted a communication relating to an assessment against his property for lot # 2557 the assessment was \$149.45 for lot # 2558, \$196.84

Referred to Assessing committee

Kellogg introduced several petitions signed by about 400 citizens.

To the Council of the City of Alliance O

Gentlemen -

We, the undersigned citizens of the City of Alliance, Ohio do hereby enter our most solemn protest against any action being taken by your most Honorable Body which will in any manner repeal, abrogate, withdraw or effect the franchise heretofore granted by your Honorable Body, and now held by any person, corporation or company under which said The Stark Electric Railway Company holds or claims to hold, granting a right to lay the tracks, therefore, and to maintain and operate an electric railroad from the intersection of Arch Avenue with Main Street in the City of Alliance, O thence west along said Main Street to Union Avenue; thence north along said Union Avenue to the right of way of The Cleveland - Pittsburgh Railway; thence to West Vine Street, thence west along said West Vine Street to the Alliance Cemetery and the Rockhill Road, as the annulment and abrogation of said franchise would be detrimental to the best interests of the City of Alliance and would work a great hardship to the citizens thereof.

We earnestly pray that whatever action your Honorable Body may take in granting a franchise for the construction and maintenance of an electric road to The Cleveland, Alliance, Mahoning Valley Electric Railway or any other electric railroad, such action shall in no wise change, alter or abrogate the franchise now existing and running from Arch Avenue to the Alliance Cemetery and Rockhill Road, and for this we ever pray.

*Petitions ordered filed.  
Mayor Speidel, addressed council as follows.*

The following communication touching upon the franchise question was read by Mayor Speidel at the city council meeting Monday evening:  
To the Honorable Council of the City of Alliance, Ohio.

Gentlemen:—  
Inasmuch as your Honorable body is considering some electric railway legislation I want to say a word to you along that line.

In the first place I want to say that I am in favor of The Cleveland, Alliance and Mahoning Valley Interurban Railway company and the Akron and Alliance Interurban Railway coming into our city and I venture to say that each and every one of you favor both of them, but at the same time it is my desire, and I know it is

yours, that our city have its just rights in this matter and our people expect us to safeguard the city in order that all may be satisfied. The tendency has always been in this city and others to be too lenient to any public service corporation in order to be sure to get them and frequently many things arise afterward where a city discovers, too late, that it has been stung.

I have frequently been asked the question of whose fault it is that we have no local service over the Stark Electric to our city cemetery? I tell those inquiring that it is the Stark Electric company's fault. On July 21, 1911, I called Mr. Mowry to my office and asked him the foregoing  
(Continued on Page 6.)

ing question and he said it was the city's fault that we did not get local service to the cemetery over their lines, because the city would not improve the Union avenue hill so that they could operate their cars under the P. F. C. overhead bridge and that his company had no street car that would pass under this bridge in its present condition, as the car which they had been running over that line was demolished and out of service, and that to buy a new car at this time would be putting them to too much expense. And he further said that the Stark Electric did not intend to give local service to the cemetery until the city did something for them and that they would be well satisfied if the city council would revoke their franchise on that portion of their lines leading to the cemetery as that was just what they wanted if the council would do nothing for the company. This may not be the exact language of Mr. Mowry, but it states the substance of our conversation as I now recall it.

I believe it would be wise for your body to give the Cleveland, Alliance and Mahoning Valley Interurban Railway company a franchise over the north half of Vine street and suggest to this company that they make a traffic arrangement with the Stark Electric Railroad company from the center of Vine street south on Union avenue to Main street and east on Main street to the Pennsylvania company's right of way.

Your railroad committee and finance committee made a report to you as to the improvement of the change of grade on Union avenue from Main street to Ely street so that it is not necessary for me to say anything on that proposition.

I further want to say that I believe your body has been unjustly criticised by many, but I cannot help but believe that those who criticised you did not and do not understand the situation as there is surely no person within the confines of our city who would be so unreasonable as to say that they were willing to have local service to our city cemetery cut off. We all want this local service. No one will deny that. It therefore, behooves me to suggest and kindly ask in all candor and fairness to our people that you retain the present Stark Electric franchise to our city cemetery and that we all insist on local service thereto.

I have been told that the Cleveland, Alliance and Mahoning Valley company will give us hourly service to a point near the rear end of our cemetery. I do not believe we want to be dropped off at the rear of our beautiful cemetery and then walk quite a distance to get to it. I think it very reasonable for the city to ask service to the front entrance. The new company tell us that they will give us local service to the cemetery

and a loop around the west part of the city when business justifies. Is this not too indefinite to bank upon? Our city takes great pride in keeping up our cemetery and it would only be in keeping with that pride that we have the aforesaid local service to the front entrance of said cemetery.

As to the A. & A. line I would only say that they be given a franchise and that the city be safeguarded from any imposition they may ask. I further think that care should be taken and that these franchise ordinances specially provide for repair of streets traversed by these railroads so that we do not have such a condition as

we have from the L. E. A. & W. road to a point on North Union nue, with raised brick at every end and brick standing on end, grass and brick between rails, etc. South street is also in bad shape along rails of the Stark Electric, so as I say, care should be taken to provide against all these things in that the city can compel repairs out unnecessary delay.

Again assuring you that I am in favor of both these companies and believing that you are willing to assure our rights and conditions, I beg to remain,

Very truly,  
E. P. SPEIDEL, Mayor

A V

*The above communication was ordered filed.  
The Finance committee submitted the following ordinances and recommended their passage — Ord No. 1246, Ord No. 1245, Ord No. 1244.*

*H. G. Wadlow  
J. F. Troy  
W. K. Shukler*

*The report of the com. was agreed to.  
The Finance Committee submitted their report recommending the passage of Ord No. 1252, 1255, 1254, 1253, 1251, 1250, 1249, 1248.*

*H. G. Wadlow  
J. F. Troy  
W. K. Shukler*

*The question being on agreeing to the report of the com. which report was agreed to.  
The committee on Streets, Alleys, submitted their report recommending the passage of Ord No. 1247.*

*Mad. Singer  
J. H. Patton  
A. R. Brown*

*The report of the com. was agreed to.*

The com. on Railways, Telegraphs submitted their report recommending the passage of Ord. 1243.

J. F. Troy  
W. Kellogg  
W. Shuckler

The report of the committee was agreed to.

The committee on Police submitted their report, recommending the passage of Ord No 1212.

J. F. Troy  
C. P. Brown  
W. Kellogg

The report of the com. was agreed to.

The following ordinance were taken up.

Ord No. 1211.

An ordinance regulating drays, wagons, hackney coaches, omnibuses, automobiles, motor cycles, bicycles, power trucks, except street cars, upon the streets, alleys, avenues, and public places. was read the second time.

Ord No. 1223.

Declaring it necessary to complete the improvement of E State Street between Clark Avenue and Union Avenue, by curbing, draining & paving with brick block. was read the second time.

Shuckler moved, seconded by Brown that the statutory rule requiring ordinances and resolutions to be read on three different days be suspended, and the ordinance read the third time.

The question being on the suspension of the rule. The Yeas and Nays were taken and resulted Yeas 5 Nays 0.

Those who voted in the affirmative were Messrs. Brown, Bugh, Shuckler Troy, Warkous.

Mr. Kellogg voted in the negative. So motion not having received the necessary  $\frac{3}{4}$  vote was lost.

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Ord. No. 1244

To extend and open 5<sup>th</sup> street. was read the first time.

Brown moved, seconded by Wathous that the statutory rule requiring ordinances and resolutions to be read on three different days be suspended, and the ordinance read the second and third time.

The question being on the suspension of the rule. The Yeas and Nays were taken and resulted Yeas 6 Nays 0. Those who voted in the affirmative were. Messrs Brown, Guger, Kellogg, Shuckler, Troy Wathous

So the rule was suspended, and the ordinance read the second and third time.

The question being on the passage of the ordinance.

The Yeas and Nays were taken, and resulted Yeas 6 Nays 0. Those who voted in the affirmative were. Messrs. Brown, Guger, Kellogg, Shuckler, Troy, Wathous

So the ordinance was passed.

Ord. No. 1244

Mr. Wathous

To authorize the Director of Public Service, to enter into a contract to construct the Miller street storm sewer. was read the first time.

Kellogg moved, seconded by Brown that the statutory rule requiring ordinances and resolutions to be read on three different days be suspended, and the ordinance read the second and third time.

The question being on the suspension of the rule. The Yeas and Nays were taken and resulted Yeas 6 Nays 0.

Those who voted in the affirmative were. Messrs. Brown, Guger, Kellogg, Shuckler, Troy, Wathous

So the rule was suspended, and the ordinance read the second and third time.

The question being on the passage of the ordinance.

The Yeas and Nays were taken, and resulted Yeas 6 Nays 0. Those who voted in the affirmative were. Messrs. Brown, Guger, Kellogg, Shuckler, Troy, Wathous

So the ordinance was passed.

## Certificate

I hereby certify that the money required for the contract as provided in Ord No 1244 and amounting to 1800<sup>00</sup> is in the treasury to the credit of the Service and not appropriated for any other purposes

Chas. Silver  
City Auditor

Ord. No 1245

To authorize an expenditure of \$100.00 from the contingent fund of the Public Safety Department, was read the first time Kellogg moved, seconded by Wathour that the statutory rule requiring ordinance and resolution to be read on three different days be suspended, and the ordinance read the second and third time.

The question being on the suspension of the rule. The yeas and Nays were taken and resulted Yeas 6 Nays 0

Those who voted in the affirmative were Messrs. Brown, Selger, Kellogg, Shukler, Troy, Wathour

So the rule was suspended, and the ordinance read the second and third time.

The question being on the passage of the ordinance.

The yeas and nays were taken, and resulted Yeas 6 Nays 0. Those who voted in the affirmative were Messrs. Brown, Selger, Kellogg, Shukler, Troy, Wathour

So the ordinance was passed.

Guger called the attention of council to the placing of lamp post, and the corner of the City Hall, similar to those used by The First National Bank.

Kellogg also requested that they be placed on all fire station.

The Director of Public Service was requested to furnish an estimate of the costs.

The committee on Platting submitted their report, recommending the passage of Ord. No. 1239, 1240.

J. F. Troy  
W. Shukler  
H. G. Wathour

The report of the committee was agreed to. Patton moved, seconded by Shukler that the statutory rule requiring

Patton moved, seconded by Shukler, that when we adjour we adjour to meet next Friday evening.

Which motion was agreed to.

Certificate  
I hereby certify that the money required for the contract as provided for in Ord. No 1245 and amounting to \$1000.00 is in the treasury to the credit of the Safety fund, and not appropriated for any other purpose.

Chas. Gilson  
City Auditor

Brown moved, seconded by Wadhaw that the Director of Public Service be instructed to arrange with Mr. Chester an engineer of Pittsburgh to be present at the meeting of council next Friday evening.

Which motion was agreed to.

Read. Oct. 1911

~~Ordinance regulating drays, wagons, hackney cabs, omnibuses, automobiles, motor cycles, bicycles, power trucks, except street cars, upon the streets, alleys, avenues, and public places in the city of Alliance, O. was read the second time.~~

Oct. 1913.

Mr. Troy.

To grant leave and permission to The A. A. Short Line Railway Co. to construct, maintain and operate an interurban railroad over and upon certain streets in the city of Alliance, O. was read the second time.

Stellogg moved, seconded by Brown, that the ordinance be amended, by limiting the rate of speed of cars to 10 miles an hour.

The question being on agreeing to the motion the yeas and nays were taken and resulted Yeas 4 Nays 2. Those who voted in the affirmative were, Messrs. Seign, Stellogg, Shickler, Troy. Those who voted in the negative were, Messrs. Brown, Wadhaw.

So the motion was agreed to.

On motion of Troy, Council adjourned.

Attest  
Chas. Silver  
Clerk.

J. H. Hill  
President.