

103155 ^a/₁₊₂

Petition voters

for referendum

vote on Ord 50048

= acquisition by RR by co

Have also package of withdrawals. 103155
 = 5x8x12 light brown paper wrapping.
 F-106312 = Report Comptroller on check of referendum petitions and 50048

FILED
 DEC 26 1925
 H. W. CARROLL
 AND COUNTY CLERK

103155

(See fol = bundle)

No 315 F.R.S.

REFERENDUM PETITION

TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE:

Whereas, by Ordinance No. 50048, it is proposed that the City of Seattle purchase the street railway property of the Seattle and Rainier Valley Railway Company for the sum of \$1,200,000.00, and

Whereas, said street railway system is obsolete and badly out of repair, and is now being operated by said Company at a great loss, and will be an ever-increasing burden to the taxpayers of the City; and it will require more than \$700,000.00 to do the paving which said Company is obligated by its franchise to do, and said Company is in arrears more than \$60,000.00 for gross revenue tax, which it is unable to pay, and said Company confesses that its obligations to the City of Seattle amount to more than the value of its entire property; and the gross revenues of said system will be insufficient to pay costs of maintenance and operation and the interest and principal of the bonds to be issued in payment therefor; and street railway transportation is largely obsolete, and becoming increasingly so every year; and it is bad business policy to purchase said property.

NOW, THEREFORE, believing that said Ordinance No. 50048, entitled:

"AN ORDINANCE relating to, and specifying and adopting a plan or system of additions and betterments to, and extensions of, the existing municipal street railway system owned and operated by the City of Seattle, providing for the acquisition of, and payment for, certain street railway lines and street railway property and equipment, and issuing bonds in payment therefor, and providing for the creation of, and creating a special fund to pay the principal and interest of such bonds,"

passed by your honorable body on the 30th day of November, 1925, is invalid, contrary to public policy and against the best interests of the City,

We, the undersigned, qualified voters of the City of Seattle, do hereby petition your honorable body to submit said ordinance to a referendum vote of the qualified electors of said City.

Petitioner's Signature		Residence Address, Street, and Precinct
✓ E.P.B.	Ralph B. Randau 92	3000 Magnolia Blvd
✓ E.P.B.	J. Wandus 229	615 18 ave S.E.
✓ E.P.B.	Anna M. H. H. 104	2111 - 14th St
✓ E.P.B.	Hattie Seymour 239	2917 - 17 ave South
✓ E.P.B.	Walter Henderson 217	312 - 31 Ave
✓ E.P.B.	Oliver M. Mallow 173	1907 - 1st Ave
✓ E.P.B.	Pauline Spear 112	1822 - 8th West
✓ E.P.B.	John Spear 112	1822 - 8th West
✓ E.P.B.	Hilda Becker 271	2650 - W. Dakota
✓ E.P.B.	P. G. Berhardt 15	4547 - 16th St
✓ E.P.B.	John Henningsen 79	813 Under Place
✓ E.P.B.	F. Parkerson 118	106 - 6th Ave No.
✓ E.P.B.	Christina Joley 80	541 - 43rd St
✓ E.P.B.	J. H. Smith 22	3817 Corbett Ave
✓ E.P.B.	W. D. Coate 80	4428 Dwyer Ave
✓ E.P.B.	Mrs. Anna L. Lora 76	4926 Woodlawn
✓ E.P.B.	Mrs. Hilda C. Peterson 178	1327 1st Ave West
✓ E.P.B.	P. H. H. Wood 259	9909 - 64th S.
✓ E.P.B.	Hilda Jensen 39	8003 1st N.E.
✓ E.P.B.	Chas. J. Bastrus 46	135 - No. 7572 - St
✓ E.P.B.	W. A. H. H. 229	1721 Charles
✓ E.P.B.	H. A. Matthews 274	3211 - 67th Ave S.W.
✓ E.P.B.	Peter Stanstein 90	3076 14th St
✓ E.P.B.	J. J. Rainier 114	115 Olympic Blvd
✓ E.P.B.	L. J. Helander 51	7312 - 24th St

North

370	
Franklin James	4108 3rd Ave No
F E Hallum	1815 25th No
L G Pattullo	1836 21st No
372	
F E McGuigan	1839 24th No
Mrs H S Korkindall	724 No 79th
367	
G W Behnn	312 1st No
374	
H A peters	419 13th No
375	
Minnie T Jaquith	313 10th No
Frank P Mallen	2703 Boylston Ave No
Inslee Blair Greene	2339 Boylston Ave No
376	
Earl H Carney	1110 18th Ave No
161	
Marie Ankerson	432 Summit No
Miyatte G Hintz	802 No 42nd
W J Halleran	2352 No Broadway
Mrs W J Halleran	2352 No Broadway
158	
A B Axelson	427 Broadway No
A B Blawell	202 23rd No
159	
Effie A Northuk	

EASY OF VERIFICATION
SECTION WITH THE PROPOSED
VALLEY CAR LINES.

ue because every other district street railway. Because Rainier cause of not owning their Street sued are a mortgage on the rev- held that no part of the general Payers fund, cannot be used to ntenance or purchase of the lines.

ent fifteen months ~~XXXXXXXXXX~~ engineers, by the State Depart- uring the last ten years, all were in excess of \$1,250,000 00 of their Fourth Lien Revenue cannot be disposed of at more efore netting the company as a

gage debt is \$1,461,500, to say r have been paying interest on r approximately \$55,000 annually. The State Dep- excess of \$1,500,000 had their Chief Inspector make inspection of the property sometime ago and found it in eighty-five percent condition, or in other words, eighty-five percent efficient in condition and op-

BUSSES: An investment for ninety busses and the necessary sheds and shops to maintain them would cost in excess of \$1,000,000 and the busses would have to be renewed every four years at the least because 25% annual depreciation. Would not provide as dependable service as the Street Cars because experience all over the country emphasize the necessity for large capacity street cars for mass transportation to avoid congestion. They are practical for feeders only. Imagine, if you can, sixty busses leaving Fourth and Stewart during rush hbur and the resultant congestion, not only on Fourth Avenue but on Rainier Avenue as well. The Railway under municipal ownership will earn sufficient net to pay for the cost of the paving the first five years. How long would it take the Busses to pay for the cost of that paving? As a matter of fact, the busses would not pay for it and the abutting property owners would have to pay for the paving.

FINALLY: What right have all of the other districts within Seattle who own their carlines to say to the people of Rainier Valley "WHILE WE OWN OUR CAR LINES WE POSITIVELY OBJECT TO YOU OF RAINIER VALLEY OWNING YOUR CAR LINES EVEN THOUGH YOU PROPOSE AND AGREE TO PAY THE FULL PURCHASE PRICE, OPERATING, MAINTENANCE AND INTEREST OUT OF YOUR OWN POCKETS WITH CAR FARES? If the people of other districts believe they should take a vote on this situation then they believe in class legislation when they attempt to discriminate against the good people of Rainier Valley.

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PERTINENT FACTS THAT ARE EASY OF VERIFICATION
AND INDISPUTABLE IN CONNECTION WITH THE PROPOSED
PURCHASE OF THE RAINIER VALLEY CAR LINES.

ISSUE: A strictly Rainier Valley issue because every other district is now served by a municipally owned street railway. Because Rainier Valley is now paying higher fares because of not owning their Street Railway. Because the bonds to be issued are a mortgage on the revenue only and the Supreme Court has held that no part of the general fund, more commonly known as the Tax Payers fund, cannot be used to defray the expenses of operation, maintenance or purchase of the lines.

VALUE AND PRICE: The City Council spent fifteen months ~~XXXXXXXXXX~~ analyzing various appraisals by their engineers, by the State Department of Public Works Engineer, made during the last ten years, all of which, with the exception of two, were in excess of \$1,250,000 and finally decided to offer \$1,200,000 of their Fourth Lien Revenue Bonds, which, if the Company accepts cannot be disposed of at more than ninety cents on the dollar, therefore netting the company as a true purchase price \$1,080,000.

The Company's mortgage debt is \$1,461,500, to say nothing of the capital stock, and they have been paying interest on this mortgage debt of approximately \$55,000 annually. The State Department of Public Works which finds the value of the property in excess of \$1,500,000 had their Chief Inspector make inspection of the property sometime ago and found it in eighty-five percent condition, or in other words, eighty-five percent efficient in condition and operating value.

BUSSES: An investment for ninety busses and the necessary sheds and shops to maintain them would cost in excess of \$1,000,000 and the busses would have to be renewed every four years at the least because 25% annual depreciation. Would not provide as dependable service as the Street Cars because experience all over the country emphasize the necessity for large capacity street cars for mass transportation to avoid congestion. They are practical for feeders only. Imagine, if you can, sixty busses leaving Fourth and Stewart during rush hour and the resultant congestion, not only on Fourth Avenue but on Rainier Avenue as well. The Railway under municipal ownership will earn sufficient net to pay for the cost of the paving the first five years. How long would it take the Busses to pay for the cost of that paving? As a matter of fact, the busses would not pay for it and the abutting property owners would have to pay for the paving.

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PURPOSE OF THE TELEPHONE CALLS

That the 8300 referendum signers to whom letters were mailed, together with a return ~~xxxx~~ postal card, may know that the Rainier Valley people are sincere and energetic in their desire to obtain a substantial number of withdrawals signatures, the Rainier Valley Committee appointed for the purpose of pursuing the program of purchase of the Rainier Valley lines to a successful conclusion, desires to have each one of those 8300 signers telephoned Monday and Tuesday January 11th and 12th along the following lines of approach.

Greet the referendum signer in the usual manner and inform them that you are sure they received the letter which was mailed out last Friday and hope that they found time to give the letter due consideration and that they were willing to extend the courtesy of signing withdrawal so that Rainier Valley might obtain the same transportation freedom and privileges, that the rest of the city enjoys. In the event their answer is that they have not signed it - inquire the cause and if possible explain the issue that they are not quite clear on. If unable to satisfy them suggest then that they call Mrs. Blair at Main 5194 or Mr. D.W. Brown at Rainier 0036. In either event please impress upon them the necessity from your view point and the people of Rainier Valley that they not stand committed to the signing of referendum petition until they have at least made an effort to obtain Rainier Valley's view of the purchase.

Be sure to check off each party telephoned so that you can make a report of those that are signing, those that are hesitant, and those that absolutely refuse so that your committee may develop some sort of a follow-up convincing program where necessary.

All sheets must be preserved so that they can be turned in when called for.

Rainier Valley Committee,
D.W. Brown, Chairman

Note: Remind them that in 1911 Seattle voted 25,634 FOR and 14,754 AGAINST, to buy this line; so the City Council did not act arbitrarily. In 1913 the City again voted for the purchase of this line by bonds against its earnings.

114 20 ave

NOTICE OF WITHDRAWAL FROM REFERENDUM
PETITION

To H.W. Carroll, City Comptroller of the City of Seattle:

The undersigned qualified voters hereby advise you that they hereby withdraw their names from the referendum petition addressed to the City Council of the City of Seattle, wherein it is sought to have Ordinance No. 50048 of the City of Seattle, entitled

"AN ORDINANCE relating to, and specifying and adopting a plan or system of additions and betterments to, and extension of, the existing municipal street railway system owned and operated by the City of Seattle, providing for the acquisition of, and payment for, certain street railway lines and street railway property and equipment, and issuing bonds in payment therefor, and providing for the creation of, and creating a special fund to pay the principal and interest of such bonds."

passed by the City Council on the 30th day of November, 1925, and approved by the Mayor thereof on the 10th day of December, 1925, submitted to a referendum vote of the qualified electors of said City, pursuant to the provisions of the City Charter.

Petitioner's Signature

J.H.H. 149

Residence Address, Street and Precinct

W.H. Scott
Earl M. Carney

121-15th North
1110-16 Ave N.

