

anty Co., vs. City of Detroit and Edward J. Parks, No. 103,504. Circuit Court. Garnishment.

Charlotte Mintz vs. Crowley-Milner & Co., and City of Detroit, No. 123,238, Circuit Court, in Chancery. To restrain the building of overhead bridge connecting the stores of Crowley-Milner & Co. across Library Avenue.

Frank Jergovich vs. Metropolitan Police Department, No. 122,842, Circuit Court for Wayne County, in Chancery.

Mata H. Light vs. City of Detroit, No. 112,508. Circuit Court. Personal injuries.

John Blanchfield, Guardian of Marion Killacky, a minor, vs. City of Detroit, No. 7074. United States District Court. Injuries suffered through street car accident.

Very truly yours,
CHAS P. O'NEIL,
Corporation Counsel.

Accepted and placed on file.

From the Corporation Counsel.

July 7, 1925.

To the Honorable the Common Council:

Gentlemen—The following employes of the City of Detroit were injured while in the course of their employment:

Peter Schug, employe Public Lighting Commission.

Elis Simpson, employe Department of Public Works.

J. W. Robinson, employe Department of Public Works.

Wm. Verrett, employe Department of Public Works.

John Mokolski, employe Department of Public Works.

Calvin Douglas, employe Department of Street Railways.

Max Marzewski, employe Department of Street Railways.

William H. Collisson, employe Department of Street Railways.

Ray Paganelli, employe Department of Street Railways.

James Francis, employe Department of Street Railways.

Fedele Cotoic, employe Department of Street Railways.

Therman Burton, employe Department of Street Railways.

Peter Fitzsimmons, employe Department of Street Railways.

Michele Morosco, employe Department of Street Railways.

Under the terms of the Michigan Workmen's Compensation Law, the employer shall pay the injured employe at the rate of 60 per cent of his average weekly wages, not to exceed \$14 per week, nor more than 500 weeks from the date of the injury. To the end that the

above be paid, I suggest the adoption of the following resolution.

Respectfully submitted,
JAMES R. WALSH,
Asst. Corporation Counsel.

By Councilman Castator:

Resolved, That the Controller be, and is hereby instructed to draw his warrant upon the proper fund in favor of Peter Schug, employe, Public Lighting Commission; Elis Simpson, J. W. Robinson, Wm. Verrett, John Mokolski, employes Department of Public Works; Calvin Douglas, Max Marzewski, William H. Collisson, Ray Paganelli, James Francis, Fedele Cotoic, Therman Burton, Peter Fitzsimmons and Michele Morosco, employes of the Department of Street Railways, at the rate of 60 per cent of their average weekly wages, not to exceed \$14 per week, said sum to be paid during the period of disability not to exceed 500 weeks from the date of injury.

Adopted as follows:

Yeas—Councilmen Broderick, Castator, Dingeman, Ewald, Murphy, Nagel and the President Pro Tem.—7.

Nays—None.

From the Corporation Counsel.

July 6, 1925.

To the Honorable the Common Council:

Gentlemen—Enclosed is the resolution to carry out the understanding between the Department of Street Railways, the New York Central and the Chicago, Detroit and Canada Grand Trunk Junction Railways for the maintenance of temporary service, pending the separation of grades at Buchanan St. It also embodies a provision for the city to bear part of the additional cost for the temporary structure.

Yours very truly,
CHAS. P. O'NEIL,
Corporation Counsel.

By Councilman Dingeman:

Whereas, There is an agreement between the City of Detroit and the Michigan Central Railroad, the New York Central Railroad and the Chicago, Detroit and Canada Grand Trunk Junction Railroad for separation of grades at various points in the City of Detroit, and

Whereas, The agreement entered into between the Department of Street Railways of the City of Detroit and the Michigan Central Railroad, the New York Central Railroad and the Chicago, Detroit and Canada Grand Trunk Junction Railroad covers separation of grades at Buchanan Street with reference to said parties, and

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Whereas, Under the aforesaid agreement the operation of cars of the Department of Street Railways is to be stopped under the progress of the work of changing the grades, and

Whereas, The territory beyond Buchanan Street and served by the Buchanan Street Car Line depends upon the continuance of this service for transportation facilities, and

Whereas, Unless such service continues during the progress of the work, a great hardship will be caused to residents of this section, and

Whereas, The extra cost of the work and construction, due to the continuance of traffic over Buchanan Street while the work is in progress will be borne by the Department of Street Railways, and

Whereas, The Corporation Counsel has advised that there are no legal objections to the City of Detroit paying a portion of the cost of erecting and maintaining the necessary structure to provide for the continuance of service of the Buchanan Street Car Line during the changing of the grades at said place. Be it

Resolved, That the Department of Street Railways of the City of Detroit is hereby authorized to enter into a supplemental agreement with the said railroads providing for the erection and maintenance of the necessary structure to provide for the continuance of the operation of cars on the Buchanan Street Car Line during the change of grade at the Buchanan street crossing. And be it further

Resolved, That the Controller is hereby authorized to draw his warrant upon the proper fund for the payment of forty (40) per cent of the total cost of construction of the temporary structure providing continuous service at the Buchanan Street crossing during the process of changing grades at that point.

Adopted as follows:

Yeas—Councilmen Broderick, Castator, Dingeman, Ewald, Murphy, Nagel and the President Pro Tem—7.

Nays—None.

From the Corporation Counsel.

July 7, 1925.

To the Honorable the Common Council:

Gentlemen—As per your request, I am enclosing herewith proper resolution for the opening and widening of Puritan avenue from Greenfield avenue to Asbury Park avenue, where not already open and

widened, as a public street and highway.

Very truly yours,
CHAS. P. O'NEIL,
Corporation Counsel.

By Councilman Dingeman:

Resolved, That it be and is hereby declared by the Common Council of the City of Detroit, necessary to make in said City the following described improvement and that the same is for the use or benefit of the public, viz:

Opening and widening of Puritan avenue from Greenfield to Asbury Park avenues, where not already open and widened, as a public street and highway.

That they deem it necessary to take private property for the purpose of making such improvement, which said property is situated in said City of Detroit and is bounded and described as follows:

The northerly part of Lot 16 of Greenfield Acres Subdivision of the East half of Section 13, T. 1 S., R. 10 E. as recorded in Liber 32, page 17 of Plats of Wayne County Records, being 43 ft. on the easterly line and 42.95 ft. on the westerly line of said lot.

Also the southerly part of Lot 17 of last mentioned Subdivision being 43 ft. on the easterly line and 43.05 ft. on the westerly line of said lot.

Also the southerly part of Lot 24 of last mentioned Subdivision being 43.05 ft. on the easterly line and 43.1 ft. on the westerly line of said lot.

Also the northerly part of the northerly 100 ft. of Lot 25 of last mentioned Subdivision being 42.55 ft. on the easterly line and 42.9 ft. on the westerly line of said lot.

Also the northerly part of Lot 57 of last mentioned Subdivision being 42.93 ft. on the easterly line and 43.05 ft. on the westerly line of said lot.

Also the southerly 50 ft. of Lot 58 of last mentioned Subdivision.

Also the southerly part of Lot 65 of last mentioned Subdivision being 42.95 ft. on the easterly line and 42.8 ft. on the westerly line of said lot.

Also the northerly part of Lot 66 of last mentioned Subdivision being 43.05 ft. on the easterly line and 43.20 ft. on the westerly line of said lot.

Also the northerly part of Lot 99 of last mentioned Subdivision being 42.96 ft. on the easterly line and 42.98 ft. on the westerly line of said lot.

Also the southerly part of Lot 100 of last mentioned Subdivision being 43.04 ft. on the easterly line and 43.02 ft. on the westerly line of said lot.

Also the southerly part of Lot 107 of last mentioned Subdivision.