

ler of which the following is a copy:  
Hon. F. A. Blades, City Controller,  
Detroit, Mich.,

Dear Sir—I forward the attached bill to you with the statement that 500 cubic yards of sand and 220 cubic yards of gravel charged for in this bill, were found in the eastern yard on June 27, 1903, at the time I had an inventory made of the stock there; for which quantities I am willing to have payment made from the proper appropriations in the General Road Fund for the present fiscal year.

Respectfully,

(Signed) WM. H. MAYBURY,  
Commissioner.

In view of said communication your committee recommend that Henry Merdian & Co. be paid for the amount of sand and gravel found in the eastern yard on June 27, 1903, which amounts to, viz:

500 cu. yds. sand at 69c.....\$345 00  
220 yds. gravel at \$1 27..... 279 40  
or a total of \$624 40, and that the balance due upon said bill be referred to the committee on Ways and Means for further consideration. We therefore offer the following resolution.

Respectfully submitted,

ALBERT T. ALLAN,  
HERMAN F. ZINK,  
R. J. McCLELLAN,  
BASIL A. LEMKE.

Accepted and on leave the following resolution was offered:  
By Ald. Allan:

Resolved, That the City Controller be and he is hereby authorized and instructed to draw a warrant upon the proper fund in favor of Henry Merdian & Co. for the sum of \$624 40 in payment of 500 cu. yds. of sand at 69c per yard and 220 cu. yds. of gravel at \$1 27 per yard, and deduct the same from voucher amounting to \$817 73, submitted without his approval at a session held on the 19th inst.

Adopted as follows:

Yeas—Ald. Allan, Atkinson, Balsley, Brozo, Burns, Codd, Gutman, Harpfer, Heineman, Jeffries, Jerome, Keating, Koch, Lemke, McClellan, Magee, Mahs, Mohn, Nagel, Nevermann, O'Brien, Reinhardt, Rose, Smith, Tossy, Weibel, Weiler, Wieber, Zink, and the President—30.

Nays—None.

FROM THE SAME.

To the Honorable the Common Council:

Gentlemen—Your Committee on Claims and Accounts, to whom was referred the communication from the City Controller submitting without his approval bill of Messrs. Donaldson and Meier \$3,350.00 being one per cent of the estimated cost under plans submitted to the Commissioner of Public Works, the Committee on Public Buildings for remodeling City Hall, respectfully report that we have given this matter our careful consideration; that we submitted the matter to the Corporation Counsel and by him are informed that the bill is prematurely presented; that Messrs. Donaldson and Meier are still the architects for the proposed improvement, but the proposed improvement has not yet been made and that when the same is made then they will have a valid claim against the city for 5 per cent of the actual cost of the improvement. We therefore recommend, in view of said

opinion, that the bill presented by petitioners be denied.

Respectfully submitted,

ALBERT T. ALLAN,  
HERMAN F. ZINK,  
R. J. McCLELLAN,  
BASIL A. LEMKE.

Accepted and adopted

### Grade Separation.

To the Honorable the Common Council:

Gentlemen—Your Committee on Grade Separation, to whom was referred the report that we have had under consideration plans for the separation of Grand River and Warren avenues and the several railroads crossing thereon, and the same meet with the approval of your committee. We therefore recommend the adoption of the ordinance herewith presented.

Respectfully submitted,

EDWIN JEROME,  
LOUIS BROZO,  
EDMUND ATKINSON.

Accepted.

The following are the ordinances:  
AN ORDINANCE changing and establishing the grade of Grand River avenue roadway, curb and sidewalks, from 330.47 feet northerly of the northerly line of the right of way of the Grand Trunk Railway of Canada to a line drawn from the intersection of the easterly curb line of Grand River avenue and the easterly curb line of Sixteenth street, to the intersection of the westerly curb line of Grand River avenue and the westerly curb line of Sixteenth street, and the intersecting streets between said points, and granting permission to the Detroit & Bay City Railroad Co., the Lake Shore & Michigan Southern Railway Company, and the Grand Trunk Railway of Canada, to bridge said Grand River avenue and operate their railway over and above said Grand River avenue.

It is hereby ordained by the people of the City of Detroit:

Section 1. That the grade of the 2 curbs on the easterly and westerly 3 sides of Grand River avenue, at 4 points 330.47 feet distant northerly 5 along said curbs from the northerly 6 ly line of the right of way of the 7 Grand Trunk Railway, are hereby 8 established at an elevation of 137.90 9 feet, according to city levels or 10 datum. That southerly from said 11 last points the curbs shall have a 12 gradual descent to the northerly 13 line of the right of way of the 14 Grand Trunk Railway, which is the 15 northerly foot of slope, and the 16 curbs at said northerly foot of 17 slope shall have an elevation of 18 129.70 feet.

That southerly from said northerly foot of slope, for a distance of 78.02 feet to the valley, the curbs shall have a gradual descent and at the valley the curbs shall have an elevation of 129.31 feet.

That southerly from said valley, for a distance of 78.02 feet to the southerly foot of slope the curb shall have a gradual descent, and at said southerly foot of slope the curbs shall have an elevation of 129.70 feet.

That southerly from said southerly foot of slope, for a distance



34 of 144.84 feet, the curbs shall have  
 35 a gradual ascent, and at last point  
 36 the curbs shall have an elevation  
 37 of 134 feet.  
 38 That easterly from said last point  
 39 to a line drawn from the intersec-  
 40 tion of the easterly curb line of  
 41 Grand River avenue and the east-  
 42 erly curb line of Sixteenth street,  
 43 to the intersection of the westerly  
 44 curb line of Grand River avenue  
 45 and the westerly curb line of Six-  
 46 teenth street, the curbs shall have  
 47 a gradual ascent, and at last  
 48 point the curbs shall have an  
 49 elevation of 136.90 feet, as hereto-  
 50 fore established.

Sec. 2. That the grade of the  
 2 curb on the easterly side of Stan-  
 3 ton avenue, at its intersection with  
 4 the easterly curb of Grand River  
 5 avenue, is hereby established at an  
 6 elevation of 131.22 feet. That north-  
 7 erly from said intersection, for a  
 8 distance of 67.04 feet, the easterly  
 9 curb shall have a gradual ascent,  
 10 and at last point shall have an ele-  
 11 vation of 133.19 feet. That north-  
 12 erly from said last point, for  
 13 a distance of 170 feet to the top  
 14 of slope, the easterly curb shall  
 15 have a gradual ascent, and at  
 16 said top of slope the elevation shall  
 17 be 138.30 feet, as heretofore estab-  
 18 lished.

That the circle joining the east-  
 19 erly curb of Grand River avenue  
 20 and the westerly curb of Stanton  
 21 avenue shall be level and shall  
 22 have an elevation of 133.19 feet.  
 23 That northerly from the northerly  
 24 end of circle, for a distance of 170  
 25 feet to the top of slope, the west-  
 26 erly curb shall have a gradual as-  
 27 cent, and at said top of slope the  
 28 elevation shall be 138.30 feet, as  
 29 heretofore established.  
 30

Sec. 3. The grade of all sidewalks  
 2 within the limits of this improve-  
 3 ment shall conform to the grade of  
 4 the curbs as herein established,  
 5 and shall be substantially the same  
 6 elevation as the curbs.

Sec. 4. The grade of the street  
 2 railway tracks in the center of  
 3 Grand River avenue from a point  
 4 330.47 feet distant northerly along  
 5 said line from the northerly line of  
 6 the Grand Trunk Railway to a  
 7 point in the center line of Grand  
 8 River avenue at right angles to the  
 9 northerly end of the circle on the  
 10 northwesterly corner of Grand Riv-  
 11 er and Warren avenues shall be the  
 12 same elevation as the curbs in said  
 13 limits. That southerly from last  
 14 point the street railway tracks  
 15 shall have a gradual ascent to their  
 16 intersection with the street rail-  
 17 way tracks in Warren avenue, and  
 18 at said intersection the elevation  
 19 of said tracks shall be 134.98 feet.  
 20 That the street railway tracks in  
 21 Grand River avenue shall cross the  
 22 street railway tracks in Warren  
 23 avenue on a level and at an eleva-  
 24 tion of 134.98 feet.

That southerly from said street  
 26 railway tracks in Warren avenue  
 27 the street railway tracks in Grand  
 28 River avenue shall have a gradual  
 29 ascent to a line drawn from the  
 30 intersection of the easterly curb of  
 31 Grand River avenue, and the east-  
 32 erly curb of Sixteenth street to the  
 33 intersection of the westerly curb of  
 34 Grand River avenue, and the west-

erly curb of Sixteenth street, and  
 35 at this last line the elevation shall  
 36 conform to the elevation of the  
 37 present tracks.  
 38

Sec. 5. The Detroit & Bay City  
 2 Railroad Company, the Lake Shore  
 3 & Michigan Southern Railway Com-  
 4 pany, the Grand Trunk Railway  
 5 Company of Canada, their succes-  
 6 sors and assigns are hereby author-  
 7 ized to construct and maintain a  
 8 bridge over and above the roadway  
 9 and sidewalks hereinbefore describ-  
 10 ed, in accordance with the provi-  
 11 sions of a contract entered into be-  
 12 tween the City of Detroit and said  
 13 companies.

Provided, That there shall not be  
 14 less than 14 feet between the lower  
 15 sides of the beams or stringers of  
 16 said structure and the grade of said  
 17 roadway as fixed by Sec. 4 hereof.

And Provided Further, That said  
 19 structure shall be maintained so as  
 20 to be reasonably safe for persons  
 21 using the road and sidewalks under  
 22 said structure. All ordinances and  
 23 resolutions inconsistent herewith  
 24 are hereby repealed.  
 25

Sec. 6. This ordinance shall take  
 2 immediate effect.

Read twice by title, ordered printed  
 and laid on the table.

AN ORDINANCE changing and es-  
 2 tablishing the grade of Warren ave-  
 3 nue roadway, curb and sidewalk,  
 4 from the easterly line of Humboldt  
 5 avenue as now open to the  
 6 easterly curb line of Sixteenth  
 7 street, and the intersecting  
 8 streets between said points, and  
 9 granting permission to the De-  
 10 troit & Bay City Railroad  
 11 Company, the Lake Shore & Michi-  
 12 gan Southern Railway Co., and the  
 13 Grand Trunk Railway of Canada to  
 14 bridge said Warren avenue and op-  
 15 erate their railway over and above  
 16 said Warren avenue.

It is hereby ordained by the people  
 of the City of Detroit:

Section 1. That the grade of the  
 2 curbs on the northerly and southerly  
 3 sides of Warren avenue at their  
 4 intersection with the easterly line  
 5 of Humboldt avenue is hereby es-  
 6 tablished at an elevation of 133 feet,  
 7 according to city levels or datum.  
 8 That easterly from said point the  
 9 curbs shall have a gradual descent  
 10 to a point 201.87 feet easterly, and  
 11 at said last point shall have an ele-  
 12 vation of 132.20 feet. That easterly  
 13 from said last point the curbs  
 14 shall have a gradual descent to a  
 15 point 148.54 feet easterly, said last  
 16 point being the westerly foot of  
 17 slope, and shall have an elevation  
 18 of 128.48 feet. That easterly from  
 19 said westerly foot of slope the  
 20 curbs shall have a gradual descent  
 21 to a point 161.73 feet easterly, and  
 22 last point being the valley, and  
 23 shall have an elevation of 127.68  
 24 feet. That easterly from said val-  
 25 ley the curbs shall have a gradual  
 26 ascent to a point 161.73 feet easterly,  
 27 said last point being the easterly  
 28 foot of slope and shall have an ele-  
 29 vation of 128.48 feet. That easterly  
 30 from said easterly foot of slope  
 31 the curbs shall have a gradual as-  
 32 cent to a point 220.80 feet easterly,  
 33 and at said last point the curbs  
 34 shall have a gradual ascent to a  
 35 point 220.80 feet easterly, and at  
 36 said last point the curbs shall have  
 37 an elevation of 134 feet. That east-

erly from  
 38 erly curb-  
 39 cent to i  
 40 westerly c  
 41 nue, and  
 42 southerly  
 43 vation of l  
 44 That the  
 45 side of Wa  
 46 tersection  
 47 of Grand  
 48 changed a  
 49 vation of  
 50 That e  
 51 point the n  
 52 avenue sh  
 53 cent to cu  
 54 easterly cu  
 55 heretofore  
 56 tion of 136  
 57

Sec. 2.  
 2 curb on the  
 3 tenth stre  
 4 with the s  
 5 avenue, is  
 6 tablished a  
 7 ft. That so  
 8 the easterl  
 9 street shall  
 10 to a point  
 11 said last p  
 12 said easterly  
 13 as heretofe  
 14 That the  
 15 the easterly  
 16 street, from  
 17 the southerl  
 18 nue to the  
 19 circle at so  
 20 Warren ave  
 21 street, is he  
 22 level at an  
 23 and from the  
 24 erly end of  
 25 shall have a  
 26 elevation of  
 27 That the  
 28 the westerly  
 29 street, at its  
 30 southerly lin  
 31 is hereby cha  
 32 at an elevat  
 33 southerly fro  
 34 erly curb o  
 35 shall have a  
 36 point 173 ft. s  
 37 last point th  
 38 westerly curb  
 39 heretofore es  
 40 That the g  
 41 the westerly  
 42 street, from  
 43 the southerly  
 44 nue to the s  
 45 circle on the  
 46 of Warren ave  
 47 street, is here  
 48 level at an el  
 49 and from the  
 50 westerly end o  
 51 shall have a g  
 52 elevation of 12  
 2 Sec. 3. The  
 3 walks within th  
 4 provement sha  
 5 grade of the cu  
 6 lished, and sha  
 7 the same elevat  
 2 Sec. 4. The  
 3 Railway tracks  
 4 Warren avenue  
 5 line of Humbol  
 6 to a point in th  
 7 avenue opposite  
 8 to the westerly  
 9 on the northerl  
 10 River avenue s



erly from said last point the south-  
erly curb shall have a gradual as-  
cent to its intersection with the  
westerly curb of Grand River ave-  
nue, and at said intersection the  
southerly curb shall have an ele-  
vation of 134.81 feet.

That the curb on the northerly  
side of Warren avenue at its inter-  
section with the easterly curb  
of Grand River avenue is hereby  
changed and established at an ele-  
vation of 134.71 feet.

That easterly from said last  
point the northerly curb of Warren  
avenue shall have a gradual as-  
cent to its intersection with the  
easterly curb of Sixteenth street,  
heretofore established at an eleva-  
tion of 136.30 feet.

Sec. 2. That the grade of the  
curb on the easterly side of Seven-  
teenth street, at its intersection  
with the southerly line of Warren  
avenue, is hereby changed and es-  
tablished at an elevation of 129.77  
ft. That southerly from said point  
the easterly curb of Seventeenth  
street shall have a gradual ascent  
to a point 173 ft. southerly, and at  
said last point the elevation of  
said easterly curb shall be 136.40 ft.,  
as heretofore established.

That the grade of the curb on  
the easterly side of Seventeenth  
street, from its intersection with  
the southerly line of Warren ave-  
nue to the southerly end of the  
circle at southeasterly corner of  
Warren avenue and Seventeenth  
street, is hereby established on a  
level at an elevation of 129.77 ft.,  
and from the last point to the east-  
erly end of said circle the curb  
shall have a gradual ascent to an  
elevation of 130.02 ft.

That the grade of the curb on  
the westerly side of Seventeenth  
street, at its intersection with the  
southerly line of Warren avenue,  
is hereby changed and established  
at an elevation of 129.92 ft. That  
southerly from said point the west-  
erly curb of Seventeenth street  
shall have a gradual ascent to a  
point 173 ft. southerly, and at said  
last point the elevation of said  
westerly curb shall be 136.40 ft., as  
heretofore established.

That the grade of the curb on  
the westerly side of Seventeenth  
street, from its intersection with  
the southerly line of Warren ave-  
nue to the southerly end of the  
circle on the southwesterly corner  
of Warren avenue and Seventeenth  
street, is hereby established on a  
level at an elevation of 129.02 ft.,  
and from the last point to the  
westerly end of said circle the curb  
shall have a gradual descent to an  
elevation of 128.77 ft.

Sec. 3. The grade of all side-  
walks within the limits of this im-  
provement shall conform to the  
grade of the curbs as herein estab-  
lished, and shall be substantially  
the same elevation as the curbs.

Sec. 4. The grade of the Street  
Railway tracks in the center of  
Warren avenue, from the easterly  
line of Humboldt avenue easterly  
to a point in the center of Warren  
avenue opposite and at right angles  
to the westerly end of the circle  
on the northerly side of Warren  
avenue and westerly side of Grand  
River avenue shall be the same

11 elevation as the curbs within said  
12 limits.

13 That easterly from said last point  
14 the Street Railway tracks shall  
15 have a gradual ascent to their  
16 intersection with the Street Rail-  
17 way tracks in the center of Grand  
18 River avenue, and shall have an  
19 elevation at last point of 134.98 ft.

20 That the Warren avenue Street  
21 Railway tracks shall cross the  
22 Grand River avenue Street Railway  
23 tracks on a level at an elevation of  
24 134.98 ft.

25 That easterly from the Street  
26 Railway tracks in Grand River  
27 avenue the Warren avenue tracks  
28 shall have a gradual ascent to the  
29 easterly curb line of Sixteenth  
30 street, and shall have an eleva-  
31 tion of 136.30 ft., as heretofore es-  
32 tablished.

2 Sec. 5. The Detroit & Bay City  
3 Railroad Company the Lake Shore  
4 & Michigan Southern Railway Com-  
5 pany, the Grand Trunk Railway  
6 Company of Canada, their succes-  
7 sors and assigns, are hereby author-  
8 ized to construct and maintain a  
9 bridge over and above the roadway  
10 and sidewalks hereinbefore describ-  
11 ed, in accordance with the provisions  
12 of a contract entered into between  
13 the City of Detroit and said Com-  
14 panies.

15 Provided, That there shall be not  
16 less than 14 feet between the lower  
17 sides of the beams or stringers of  
18 said structure and the grade of said  
19 roadway as fixed by Section 4 hereof.

20 And provided further, That said  
21 structure shall be maintained so  
22 as to be reasonably safe for per-  
23 sons using the road and sidewalks  
24 under said structure. All ordi-  
25 nances and resolutions inconsistent  
herewith are hereby repealed.

Sec. 6. This ordinance shall take  
2 immediate effect.

Read twice by title, ordered printed  
and laid on the table.

**Streets.**

To the Honorable the Common Coun-  
cil:

Gentlemen—Your Committee on  
Streets, to whom was referred the  
communication from the City Treasur-  
er relative to certain unpaid paving  
assessments, beg leave to report that  
we find, according to said communi-  
cation, on July 11, 1871, assessment roll  
No. 75 confirming paving assessment  
against lot 10 and the south 32 feet of  
the lot 1. C. Moran farm, s. s. Adams ave-  
nue, was spread upon the rolls of the  
Receiver of Taxes. On the following  
Receiver of Special Taxes, Jan. 9, 1873,  
sale of Special Taxes, Jan. 9, 1873,  
parts 2, 3 and 4 of the paving assess-  
ment against the above described lot  
were sold to the city for \$113 80.  
The City Treasurer recently notified  
the present owners of demand made  
for tax title because of the non-pay-  
ment of the tax in question. The  
owners claimed payment and an in-  
vestigation of the original roll showed  
that the tax was marked paid and  
the money turned into the City  
Treasury, as customary in all  
other cases, but for some  
unaccountable reason the property  
was sold, together with other prop-  
erty and bought in by the city. Your  
committee feel satisfied from an ex-  
amination of the city records that the  
paving tax in question was paid and