

stances, has no income of any kind, and is unable to perform any manual labor. In view of this, your committee recommend the adoption of the following resolution.

Respectfully submitted,
MAURICE J. KEATING,
HERMAN F. ZINK,
OTTO C. GOESCHEL,
ALBERT F. GADDE,
M. J. OSTROWSKI.

Accepted and, on leave, the following resolution was offered:

By Ald. Keating:
Resolved, That the Receiver of Taxes be and he is hereby authorized and instructed to cancel the general city taxes levied against the west 27 feet of lot 3, block 49, plat of sub. of the west half of p. c. 91, Dubois farm, for the year 1905, for reasons stated in above report.

Adopted as follows:
Yeas—Ald. Allan, Brozo, Burns, Burton, Ellis, Fisher, Freiwald, Gadde, Gibbons, Goeschel, Grindley, Gutman, Harpfer, Jeffries, Keating, Kingsley, Koch, Moeller, Ostrowski, Owen, Rose, Tossy, Vernor, Watson, Weibel, Weiler, Wieber, Wing, Zink and the President.—30.
Nays—None.

FROM THE SAME.

To the Honorable the Common Council:

Gentlemen—Your Committee on Taxes, to whom was referred the petition of John W. Chester for cancellation of a personal tax, beg leave to report that petitioner is the owner of certain property situate in Highland Park, upon which he held a mortgage of \$2,500 00; that he sold the property in question on contract, but that the purchaser failed to pay any interest or taxes whatever upon the property for the last five years; that when petitioner sold the premises in question he took a mortgage for the amount due, viz., \$2,500, but refrained from putting it on record until last month, so as to give the purchaser every opportunity to pay the accumulated interest and taxes and retain possession of the property; that purchaser refused, because of financial circumstances, to carry the matter any further, and petitioner asks, in view of the fact that petitioner paid taxes upon the property as well as upon the mortgage, he be relieved of the latter, to which your committee can see no objection, it being practically double taxation, and we therefore recommend the adoption of the following resolution.

Respectfully submitted,
MAURICE J. KEATING,
HERMAN F. ZINK,
OTTO C. GOESCHEL,
ALBERT F. GADDE,
M. J. OSTROWSKI.

Accepted and, on leave, the following resolution was offered:

By Ald. Keating:
Resolved, That the Receiver of Taxes be and he is hereby authorized and instructed to cancel the personal taxes levied against John W. Chester upon a mortgage of \$2,500 00 for the year 1905, for reasons stated in above report.

Adopted as follows:
Yeas—Ald. Allan, Brozo, Burns, Burton, Ellis, Fisher, Freiwald, Gadde,

Gibbons, Goeschel, Grindley, Gutman, Harpfer, Jeffries, Keating, Kingsley, Koch, Moeller, Ostrowski, Owen, Rose, Tossy, Vernor, Watson, Weibel, Weiler, Wieber, Wing, Zink and the President.—30.
Nays—None.

Grade Separation.

To the Honorable the Common Council:

Gentlemen—Your Committee on Grade Separation beg leave to report that we have had under consideration the matter of separation of grades at Greenwood avenue, and after consultation with the Chief Engineer of the Michigan Central R. R. are by him informed that his company and the various companies interested will consent to a modification of the original contract of July 3, 1903, to such an extent as will allow the separation of grade at Greenwood avenue the full width proposed (including the 16 feet) provided, the city will assume and pay any and all additional cost which it may be necessary to incur in and about the widening of said avenue, including any additional cost and expense which may be incurred to the railroad companies in and about the construction of the bridge or bridges over said avenue as widened, together with all costs of excavation and paving of said 16-foot strip.

Your committee can see no objection thereto, inasmuch as the same is desired by the city, and we therefore recommend the adoption of the following resolution.

Respectfully submitted,
GEO. A. OWEN,
LOUIS BROZO,
HIRAM L. ROSE,
WM. GUTMAN,
LOUIS E. TOSSY.

Accepted and on leave the following resolution was offered:

By Ald. Owen:
Whereas, It is the sense and desire of this Council that the matter of Separating the Grade at Greenwood avenue, between Holden and Baltimore avenues be proceeded with at an early date as possible; and

Whereas, The Railroad Companies interested have consented to proceed with the Separation of Grades at said point under certain conditions, which in brief are that they shall not be called upon to bear any of the expense of separating the grade beyond the width called for in the original contract of July 3, 1903, being 50 feet wide; and

Whereas, It is proposed to separate the grade at said point for a width of 66 feet, instead of 50 feet, being an addition of 16 feet, therefore be it

Resolved, And it is hereby agreed on the part of the City of Detroit that it will assume and pay any and all additional cost which it may be necessary to incur in and about the widening of said Greenwood avenue, between Holden and Baltimore avenues, including any additional cost and expense which may be incurred by the Michigan Central Railroad Company, the Lake Shore & Michigan Southern Railroad Company and the Grand Trunk Railway Company of Canada or any of them in and about the construction of the bridge or bridges over said avenue as widened, together with all costs of excavation and paving of said 16-foot strip; it being the intent and

purpose hereof that said Railroad or Railway Companies above mentioned shall incur and pay only such cost of separating said grade at Greenwood avenue as was contemplated and agreed in said original contract of July 3, 1903.

Objected to and laid on the table.

FROM THE SAME.

To the Honorable the Common Council:

Gentlemen—Your Committee on Grade Separation beg leave to report that we have had under consideration the ordinance necessary for separating the grade at Greenwood avenue, also agreements between Penberthy Injector Co. and T. P. Hall and City of Detroit, respectively, allowing the city to proceed with using the 16-foot strip of land necessary for street purposes and separating the grade on Greenwood avenue, between Holden and Baltimore avenues, 66 feet wide, but not valuing any damages which may later accrue to them when said 16-foot strip is condemned in the usual manner as provided by law, beg leave to report that we have had the same under consideration and recommend that said agreements be accepted and placed on file and that the ordinance, meeting with our approval, be accepted and passed.

Respectfully submitted,
GEO. A. OWEN,
LOUIS BROZO,
HIRAM L. ROSE,
WM. GUTMAN,
LOUIS E. TOSSY.

Accepted.
The following is the ordinance:

Ordinance.

AN ORDINANCE changing and establishing the grade of Greenwood avenue roadway curb and sidewalks between Baltimore avenue and Holden avenue and the intersecting streets and alleys between said points, and granting permission to the Detroit & Bay City Railroad Company, The Lake Shore & Michigan Southern Railway Company and the Grand Trunk Railway of Canada to bridge said Greenwood avenue and operate their railways over and above said Greenwood avenue. It is hereby ordained by the people of the City of Detroit:

Section 1. That the grade of the curbs on the easterly and westerly sides of Greenwood avenue, as at present opened and used or as may be hereafter opened and used at 6 points on said avenue where the same are intersected by the northerly line of Holden avenue are hereby established at an elevation of 150.20 feet, according to City levels or datum; that northerly from said last points the curbs shall have a gradual descent at a rate equal to four-tenths of one per cent for a distance of 136.06 feet to an elevation of 149.67 feet according to city levels or datum; that northerly from said last points the curbs shall have a gradual descent at the rate equal to two and one-half per cent for the distance of 218.94 feet to an elevation of 144.18 feet according to city levels or datum; from said last points northerly for a distance of 88.81 feet at the rate of five-tenths of one per cent to an elevation of 143.74 feet according to city levels or da-

29 tum; that northerly from said last
30 named points and for a distance of
31 88.82 feet said curbs shall have a
32 gradual ascent at the rate of five-
33 tenths of one per cent to an eleva-
34 tion of 144.18 feet according to city
35 levels or datum; that from said
36 last mentioned points for a distance
37 of 268 feet at the rate of 2.89 per
38 cent, said curbs shall have a grad-
39 ual ascent to an elevation of 150.20
40 feet according to city levels or
41 datum; that from said last men-
42 tioned points said curbs for a dis-
43 tance of 250 feet shall have a grad-
44 ual ascent to an elevation of 151.20
45 feet according to city levels or da-
46 tum.

2 Sec. 2. That the grade of the
3 curbs on the northerly and south-
4 erly sides of Piquette avenue at
5 the intersection of said curbs with
6 the west line of Forsyth avenue
7 are hereby established at an eleva-
8 tion of 150.80 feet, according to city
9 levels or datum; that westerly from
10 said last points, the curbs shall
11 have a gradual descent at the rate
12 of four-tenths of one per cent for a
13 distance of 91.21 feet to an eleva-
14 tion of 150.43 feet, according to city
15 levels or datum; that westerly
16 from said last points for a distance
17 of 159.23 feet said curbs shall have
18 a gradual descent, at the rate of
19 three per cent, to the foot of slope,
20 to an elevation of 145.66 feet, accord-
ing to city levels or datum.

2 Sec. 3 The grade of all sidewalks
3 and street railway tracks within
4 the limits of this improvement
5 shall conform to the grade of curbs
6 as herein established and shall be
7 substantially the same elevations
8 as the curbs.

2 Sec. 4 The Detroit & Bay City
3 Railroad Company and the Lake
4 Shore & Michigan Southern Rail-
5 way Company, and the Grand
6 Trunk Railway of Canada, their
7 successors and assigns, are hereby
8 authorized to construct and main-
9 tain a bridge over and above the
10 roadway and sidewalks hereinbe-
11 fore described in accordance with
12 the provisions of a contract en-
13 tered into between the City of De-
14 troit and the said companies, dated
15 the 3rd day of July, 1903; provided,
16 that there shall not be less than 14
17 feet between the lower sides of the
18 beams or stringers of said struc-
19 ture and the grade of said road-
20 way as fixed by this ordinance; and
21 provided, further that said struc-
22 ture shall be maintained so as to
23 be reasonably safe and fit for per-
24 sons using the roads and sidewalks
25 under said structure.

26 All ordinances and resolutions in-
27 consistent herewith are hereby re-
pealed.

2 Sec. 5. This ordinance shall take
3 immediate effect.

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

Street Openings.

To the Honorable the Common Coun-
cil:

Gentlemen — Your Committee on
Street Openings, to whom was re-
ferred the petition of James E. Scripps
offering to vacate to the city property
lying in the line of Riopelle street
between Farnsworth and Frederick

streets in lieu of the city refunding
to him the taxes paid on said strip
since he became the possessor thereof,
beg leave to report that we have had
the same under consideration and upon
investigation find that petitioner is
the owner of the east 25 feet of the
west 194.35 feet of the south 128.65 feet
of all that part of the Riopelle farm
lying north of Farnsworth street and
south of Frederick avenue; that peti-
tioner offers to convey this land to the
city for street purposes; provided, the
city refunds to him all taxes that
have been paid by him or his grantors
since July 8, 1891, the date of plat-
ting of said premises, with interest
thereon at the rate of 5 per cent per
annum. Your committee feel satisfied
that it will be to the best interests of
the city to accept petitioner's proposi-
tion and we therefore recommend the
adoption of the following resolution.

Respectfully submitted,

CHARLES W. BURTON,
JOHN HARPPER,
W. P. KINGSLEY,
CHAS. H. WIEBER.

Accepted, and on leave the following
resolution was offered:

By Ald. Burton:

Resolved, That the City Controller
be and he is hereby authorized to
draw a warrant upon the proper fund
in favor of James E. Scripps for the
sum of \$136 77, being the taxes upon
that piece of property owned by him
and lying in the line of Riopelle street
between Farnsworth and Frederick
avenues, for the years 1892 to 1905, both
inclusive, with interest added thereto
at the rate of five per cent per an-
num; provided, petitioner deeds unto
the City of Detroit the easterly 25 feet
of the westerly 194.35 feet of the south
128.65 feet of that part of the Riopelle
farm lying north of Farnsworth ave-
nue and south of Frederick avenue,
and such deed is accepted by the Com-
mittee on Ways and Means, to which
committee we recommend its refer-
ence, and approved by the Common
Council.

Laid on the table.

FROM THE SAME.

To the Honorable the Common Coun-
cil:

Gentlemen—Your Committee on
Street Openings, to whom was referred
the petition of Frederick Stearns &
Co. for vacation of alley running west-
erly from Bellevue avenue to the Belt
Line railroad and northerly along the
Belt Line railroad to lot 9 of Des-
noyer's sub., etc., situate in the block
bounded by Jefferson and Bellevue
avenues, Champlain street and the
Belt Line railroad, respectfully report
that we have had this matter under
consideration and find that said com-
pany is the owner of lots 1 to 9, both
inclusive, of Desnoyer's sub. of the
northeasterly ½ of the southwesterly
½ of P. C. 19, situate on the north
side of Jefferson avenue and the west
side of Bellevue avenue; that said lots
are occupied by petitioner's manufact-
uring plant and comprise a tract on
the northwest corner of Jefferson and
Bellevue avenues, having a frontage of
about 164 feet on Jefferson avenue and
about 663 feet on Bellevue avenue; that
between lots 1 and 2 and lot 3 lies a
public alley 17 feet in width, running
westerly from Bellevue avenue to the