

The facts referred to are as follows:

In the recent revision of the National Electric Manufacturing Association, the standard for lead sheath on this cable has been changed from 8-64" to 7-64" which makes a difference in price of approximately \$35.00 per M feet.

Further, since running this advertisement we find that we will require 3,000 feet instead of 2,000 feet and inasmuch as there is a differential in price on the quantity mentioned, there will be a further saving of approximately \$35.00 per M feet.

In view of the above we are respectfully requesting your Honorable Body's authorization to reject these bids and readvertise.

Respectfully,

DEL. A. SMITH,
General Manager.

By Councilman Dingeman:

Resolved, That the Department of Street Railways be and is hereby authorized to reject all bids received for furnishing that department with 1,000,000 C.M. lead covered cable, and to readvertise for proposals for this material.

Adopted as follows:

Yeas—Councilmen Callahan, Dingeman, Ewald, Hall, Kronk, Walters and the President—7.

Nays—None.

From the Department of Street Railways

November 14, 1931.

To the Honorable, the Common Council:

Gentlemen—We respectfully submit the financial statement of the Department of Street Railways for the month of October, 1931, and for the year ended October 31st, 1931.

The net income for the month of October, 1931, shows a loss of \$81,501.38 as compared with a loss of \$22,932.83 for the month of October, 1930. After providing for the payment of sinking fund charges, the result of operations for the month of October, 1931, shows a deficit of \$266,117.84 as compared with a deficit of \$259,571.36 for the month of October, 1930.

The operating revenue for the month of October, 1931, as compared with the month of October, 1930, reflects a decline of \$322,783.72 or 20.50 per cent.

During the month of October, 1931, there were 22,373,030 passengers carried on the rail lines and 2,433,920 on the coach lines, a total of 24,806,950 passengers as compared with a total of 30,960,118 passengers carried during the month of October, 1930, divided 27,727,448 rail lines and 3,232,670 coach lines. The month of October, 1931, when compared with

the month of October, 1930, shows a decrease in passengers carried of 6,153,168 or 19.87 per cent.

Yours very truly,

FRED A. NOLAN,
General Auditor.

Received and placed on file.

From the Board of Education

November 12, 1931.

To the Honorable, the Common Council:

Gentlemen—I am transmitting to you Quit Claim Deeds for land which the Board of Education at a meeting held October 27, 1931, deeded to the City of Detroit for street purposes: at the Mackenzie High School and Pasteur School sites.

Yours respectfully,

CHAS. A. GADD,
Business Manager.

By Councilman Kronk:

Resolved, That quit claim deed of the Board of Education to the City of Detroit covering property at the Mackenzie High School site deeded for street purposes, described as:

"A portion of the Southeast $\frac{1}{4}$ of Section 32, T. 1. S. R. 11 East described as follows: Beginning at the intersection of the north and south $\frac{1}{4}$ line of said Section 32 with the northerly line of Robert Oakman Land Company's Bonaparte and Oakman Highway Subdivision of the Southeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 32, T. 1. S. R. 11 East as recorded in Liber 51 page 15 of Plats of Wayne County Records; thence along the north and south $\frac{1}{4}$ line of Section 32, T. 1. S. R. 11 East on a course North 00 Degrees 38 Minutes East 520.24 feet to a point; thence along a line South 89 Degrees 18 Minutes West 33 feet to a point; thence along a line 33 feet westerly of and parallel to the north and south $\frac{1}{4}$ line of Section 32, T. 1. S. R. 11 East South 00 Degrees 33 Minutes East 520.24 feet to a point on the northerly line of said Robert Oakman Land Company's Bonaparte and Oakman Highway Subdivision; thence along the northerly line of said Subdivision North 89 Degrees 18 Minutes East 33.00 feet to the place of beginning."

Also, quit-claim deed of the Board of Education to the City of Detroit covering property at the Pasteur School site deeded for street purposes, described as

"All that part of the southeast $\frac{1}{4}$ of Section 4, T. 1. S. R. 11 E. described as follows: Beginning at the intersection of the southerly line of Pembroke Avenue (66 feet wide) with the westerly line of Stoepel Avenue (25 feet wide); thence along said westerly line of Stoepel Avenue South 00° 21' 10" East 603.23 feet to a point on the northerly line of St. Martins Ave-

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ave (50 feet wide); thence along the northerly line of St. Martins Avenue South 89° 43' 30" West 25.00 feet to a point; thence along a line, being 50 feet westerly of and parallel to the easterly line of Stoepel Avenue, North 00° 21' 10" West 603.23 feet to a point on the southerly line of Pembroke Avenue (66 feet wide); thence along the southerly line of Pembroke Avenue North 89° 43' 10" East 25.00 feet to the place of beginning" to be used for street purposes and known as Stoepel Avenue.

Also "all that part of the southeast ¼ of Section 4, T. 1 S. R. 11 E. described as follows: Beginning at the intersection of the southerly line of Pembroke Avenue (66 feet wide) with the easterly line of Santa Rosa Drive (25 feet wide); thence along the said easterly line of Santa Rosa Drive South 00° 21' 30" East 603.17 feet to a point on the southerly line of Pembroke Avenue (66 feet wide); thence along the southerly line of Pembroke Avenue South 89° 43' 10" West 25.00 feet to the place of beginning" to be used for street purposes and known as Santa Rosa Drive.

It is the intent to convey herewith the easterly half of Santa Rosa Drive and the westerly half of Stoepel Avenue in order to widen said streets to a width of 50 feet between St. Martins and Pembroke Avenues., be and the same are hereby accepted, and the City Controller be and he is hereby directed to record said deeds in the office of the Register of Deeds for Wayne County.

Adopted as follows:

Yeas—Councilmen Callahan, Dingenman, Ewald, Hall, Kronk, Walters and the President—7.

Nays—None.

From the Board of Fire Commissioners

November 12, 1931.

To the Honorable, the Common Council:

Gentlemen—You recently requested information in regard to the installation of fire hydrants on lot lines by this Department and we wish to advise you that where it is at all practicable to do so, this Department has always made a practice of installing hydrants on the lot lines.

It is, however, not always practicable to do so. One exception is when small subdivision hydrants are replaced with those of standard size,

the old connections are utilized for the purpose of economy. There have been about six hundred of these replacements in the past fifteen years.

Occasionally two leading service pipes are laid in one trench on the lot line and this necessitates placing the hydrant slightly to one side. Mutual side drives and drives on narrow lots often interfere with placing hydrants in the most desirable locations.

Respectfully,

RICHARD F. REAUME,
Secretary.

Received and placed on file.

From the Board of Water Commissioners

November 10, 1931.

To the Honorable, the Common Council:

Gentlemen—We herewith transmit to your Honorable Body the following resolutions for water pipe extensions as adopted Nov. 10, 1931:

Roll No. 4748—Marlowe, between 7-Mile Road and Northwestern Hwy., 1,400 ft. of 6-in. pipe.

Your Honorable Body is respectfully requested to declare that a necessity exists for said water pipe extension and to direct that a ratable assessment for the cost of the work be levied as provided by ordinance.

Respectfully yours,

ALEX DOW,

President.

D. C. GROBBEL,

Acting Secretary.

By Councilman Walters:

Resolved, That it be and is hereby declared by Common Council of the City of Detroit, necessary to lay and install in said City the following described water mains, and that a ratable assessment for the cost of such improvement be levied upon all lots or real estate, fronting upon said improvement at the rate of seventy-five (75c) cents for each lineal foot, and further that the cost of this improvement shall be charged against the Water Fund of the City of Detroit.

Roll No. 4748—Marlowe, between 7-Mile Road and Northwestern Hwy., 1,400 ft. of 6-in. pipe.

Adopted as follows:

Yeas—Councilmen Callahan, Dingenman, Ewald, Hall, Kronk, Walters and the President—7.

Nays—None.

From the Board of Water Commissioners

November 10, 1931.

To the Honorable, the Common Council:

Gentlemen—We herewith transmit to your Honorable Body, the follow-