

hil, P. N. Burkhard, P. Buckley, A. Berchman, B. Finn, W. F. Albrecht, C. Guth, W. Witzky, J. Weibel, J. Youngblood, A. Frada, F. Houp, A. Koch, J. Brady, August Springmann, Wm. Cox, Wm. Kempter, Wm. Buener, Henry Stork, John B. Pope, Fred Gyax, S. F. Marion, John Bockheim, Daniel Donovan, E. J. Robinson, John Melchior, N. De Tammasi, Ferd. Amos, Chas. Molitor, P. Youngblood, Bernard Youngblood, Chas. Parker, F. Radzynski, J. B. Keischt, Hauck Brewing Co., E. Bidigare, C. May & Co., J. Schnoering, G. Frantz, L. J. Kretzchmar, J. C. Butler, Otto C. Goeschel, A. Krimmel, G. Rausch, J. H. Wick, M. G. Koch, H. Hiesling, J. Mohrmann, F. Yaylonvit, D. Frank, Steve Shatowski, L. Winter, J. Tuchocks, F. Blair, L. Gitschlag, G. Schultz, G. W. Maltz, E. Gabriel, A. Quast, W. Weidmeier, Mrs. M. Smith, H. Pinnel, Mrs. M. Schneider, H. Baker, F. R. Rumler, W. J. Schultz, M. Bell, F. J. Best, K. Stadler, Van Est & Graves, J. Huber, C. Jaet, H. Jones, J. Kalin, F. Kuhn, C. W. Klein, J. Kulick, L. Kulick, T. O'Dougherty, J. Beller, F. Burhop, B. Bourgeois, J. Detloff, J. Bastendorff, D. McCarty, W. Holtz, J. Breithaupt, W. Shook, A. C. Berg, L. Ebel, L. Frank, H. Freidericks, J. Frahm, B. Wolff, A. Karchina, A. Graessle, C. L. Gies, M. Griffin, F. C. Hees, W. J. Rolling, H. Merker, E. Rode, J. Ramzowski, M. Pesick, T. F. Holleran, S. Schultz, Weisenberg Bros., C. Schweim, G. Schmidt, L. Jubelo, Fischer & Co., D. Grobbel, W. Walter, A. Hund, J. H. Herberston, F. Marchner, Hildebrand & Holtz, Fred Arndt, P. J. Hogan, L. Moroni, H. Freeman, C. Benzien & Law, Hurd & Gray, H. E. Mickey, C. G. Baier, Charles F. Mann, B. E. Tickler, Denis R. Bogue, Wright E. Fiero, F. J. Hemming, T. H. Hinchman & Sons, S. C. Watson, Henry George, William T. Johnson, C. K. Trombly, Stevens & Co., Adam Woldorf, D. Robertson, Farrand, Williams, Clark & Co., be and the same are hereby accepted and approved.

Adopted as follows:

Yeas—Ald. Amos, Barnes, Bleser, Boettcher, Buhner, Coots, Cronenwett, Dingwall, Grant, Griggs, Jacob, Karrer, Kessler, Lennane, Murphy, O'Regan, Reichenbach, Reschke, Reynolds, Richert, Roth, Scott, Schmidt, Smith, Uthes, Vernor, Watson, Wotzke and the President pro tem—29.
Nays—None.

SPECIAL.

To the Honorable the Common Council.

Gentlemen—Your special Committee to whom was referred the following resolution;

By Ald. Cronenwett.

Resolved, That a strip of land west of and adjoining lot 10, of H. M. Perrin's subdivision of outlot 48 and part of 49 of Porter farm, town 1 south, range 11 east, said strip being 30 feet in width and 142.41 feet in length be and the same is hereby vacated and discontinued as a portion of a public street and highway.

Respectfully report that we have examined the same and find that the above described strip of land is no longer needed for street purposes since the opening of Twenty-fifth street from Howard street to Dix avenue and that in order to preserve Twenty-fifth street of a uniform width it will be necessary to vacate this strip.

Your committee therefore recommend that the resolution be adopted and the strip discontinued as a portion of a public street, on condition, however, that said strip when vacated will be included in the local assessment district to defray the cost of opening of Twenty-fifth street, and provided that resolution a written waiver of all damages or claim for damages by reason of such va-

cation be filed by the owners of the adjoining property with the City Clerk.

Respectfully,

WM. UTHES.

C. B. BARNES.

E. L. RESCHKE.

Resolution with the amendments contained in the report of the committee was adopted as follows:

Yeas—Ald. Amos, Barnes, Bleser, Boettcher, Buhner, Coots, Cronenwett, Grant, Griggs, Jacob, Karrer, Kessler, Lennane, Murphy, O'Regan, Reichenbach, Reschke, Reynolds, Richert, Roth, Scott, Schmidt, Smith, Uthes, Vernor, Watson, Wotzke and the President pro tem—28.
Nays—None.

Ald. Dingwall asked to be excused from voting he being interested.

SPECIAL.

Ald. Griggs presented the following:

To the Hon. S. A. Griggs, Chairman Subcommittee of the Common Council.

Dear Sir:—In furtherance of your inquiry as to the proper methods of procuring more "rapid transt" on the lines of street railways in this city, we inclose herewith a pamphlet containing a description of "Connelly's Gas Motor," and also a report thereon just received by us from Prof. Trowbridge of Columbia College, one of the most competent civil engineers in the country.

Recently in New York, while engaged in negotiations with officials of different overhead wire electrical systems, the attention of our agent was directed to this gas motor in practical use on the street railways at Elizabeth, New Jersey. He was so favorably impressed by his partial examination of this motor that he engaged the services of Prof. Trowbridge and requested a full report thereon. While this report does not fully confirm our hopes, it encourages us to believe that this invention is likely to assist materially in disposing of the question under consideration.

In his letter accompanying the report, Prof. Trowbridge states that two of these motors are about to be sent to Chicago for use on one of the lines there; and we are advised that they have just reached there. As soon as they can be intelligently inspected, we shall be glad to accompany your Committee to Chicago for that purpose.

Inasmuch as all concur that we should if possible adopt a system under which each car shall be independently worked, if, on full test it shall seem to your Committee that the Electrical Storage Battery cannot now be relied upon as a desirable substitute for the existing horse car system, it may be that the Gas Motor will commend itself to you.

We have not given up the hope that the storage battery can be made successful, and we are extending all assistance in our power to the Detroit Motor Co. and the Standard Electrical Co., both of whom have skilled workmen still engaged in seeking to complete to their satisfaction some of our cars, which are being constantly, privately tested on our lines before exhibition to the public.

It is proper to add that in view of the possible failure of all efforts to avoid the introduction of the overhead trolley system, and to be prepared to act promptly as soon as the law will allow, we have on file specifications for contracts with the least objectionable of these systems, for partial equipment of one of our lines without other delay than is prudent in the inauguration of a system which, if successful, will involve this company in the expenditure of more than two millions of dollars.

Respectfully,

DETROIT CITY RAILWAY.

By C. CURRIE,

Secretary.