

troit Savings bank to connect their property located on the northeast corner of Gratiot and Harper avenues with the public sewer in Gratiot avenue, upon the payment of one and one-half cents per square foot for the privilege of entering said public sewer, and also the cost of inspection, etc., said work to be done under the supervision of the Department of Public Works.

Adopted as follows:

Yeas—Ald. Allan, Atkinson, Balsley, Black, Brozo, Burns, Deimel, Gutman, Harpfer, Heineman, Hillger, Jerome, Koch, McClellan, Mohn, Nagel, Nevermann, O'Brien, Reinhardt, Rose, Weibel, Wieber, Zink, and the President—24.

Nays—None.

Street Openings.

To the Honorable the Common Council:

Gentlemen—Your Committee on Street Openings, to whom was referred the petition of W. C. Stoepel for leave to pay a street opening assessment at reduced rate of interest, beg leave to report that we have had the same under consideration and after due deliberation can see no reason why petitioner should be allowed to pay said street opening assessment at a reduced rate of interest. While it may be a hardship for petitioner to pay the full amount of assessment, with penalty and interest, the same reasons would unquestionably be advanced by hundreds of others who owe like assessments, and if granted in one case others would be entitled to the same consideration. We therefore recommend that the prayer of petitioner be denied.

Respectfully submitted,

DAVID E. HEINEMAN,
ALBERT T. ALLAN,
CHAS. H. WIEBER.

Accepted and adopted.

FROM THE SAME.

To the Honorable the Common Council:

Gentlemen—Your Committee on Street Openings, to whom was referred the petition of Max Hafke requesting a new trial in the matter of opening St. Joseph street, beg leave to report that we have had the matter under consideration, have listened to the testimony of petitioner under oath, and also the statements of the Corporation Counsel, and after a full investigation feel satisfied that petitioner is not entitled to the amount of damages set forth in his petition nor any new trial in the matter of opening said street; furthermore we are informed by the Corporation Counsel that the verdict has been confirmed by the court and is therefore beyond the jurisdiction of the Common Council. We therefore recommend that the prayer of petitioner be denied.

Respectfully submitted,

DAVID E. HEINEMAN,
ALBERT T. ALLAN,
CHAS. H. WIEBER.

Accepted and adopted.

FROM THE SAME.

To the Honorable the Common Council:

Gentlemen—Your Committee on Street Openings, to whom was refer-

red the petition of Mary J. Redman for vacation of a strip of land alongside of lot located on the n. w. corner of Beaubien street and the Boulevard, respectfully report that we have had the matter under consideration and find that petitioner is owner of lot 30 of Atkinson's sub. of part of lot 1 of the sub. of quarter section 57, 10,000-acre tract, n. s. North Grand Boulevard east; that petitioner as well as your committee are of the opinion that a strip of land over two (2) feet in width lies between the easterly line of her lot and the line of Beaubien street, as established at Horton avenue, which is caused by the fact that a mistake was made between the original survey and the plat on record. The petitioner is desirous of erecting a building upon her property and should the same be constructed upon the lot as now situated, the building, should the remaining owners in said block ever decide to have their property restaked, would occupy two (2) feet of the lot adjoining her property on the west, and in that case petitioner would be either compelled to remove so much of said building as existed upon adjoining lot or pay the owner thereof whatever price he may demand.

Your committee therefore recommend, in view of these circumstances, that a strip of two feet be vacated and therefore offer the following resolution.

Respectfully submitted,

DAVID E. HEINEMAN,
ALBERT T. ALLAN,
CHAS. H. WIEBER.

Accepted and on leave the following resolution was offered.

By Ald. Heineman.

Resolved, That all that part of Beaubien street described as follows: Commencing at the southeasterly corner of lots 30 of Atkinson's sub. of the south part of lot 1 of the sub. of quarter section 57, 10,000-acre tract; thence northerly along the easterly line of said lot 30 to the northeasterly corner of said lot 30, thence easterly on a line parallel to the northerly line of the Boulevard to the westerly line of Beaubien street extended from the north; thence southerly along the westerly line of Beaubien street extended from the north to the northerly line of the Boulevard; thence westerly along the northerly line of the Boulevard to the place of beginning. The intention being to straighten the westerly side of Beaubien street by vacating the above described strip of land, said strip being about 2 80-100 feet wide and 110 feet deep, be and the same is hereby vacated.

Adopted as follows:

Yeas—Ald. Allan, Atkinson, Balsley, Black, Brozo, Burns, Deimel, Gutman, Harpfer, Heineman, Hillger, Jerome, Koch, McClellan, Mohn, Nagel, Nevermann, O'Brien, Reinhardt, Rose, Weibel, Wieber, Zink and the President.—24.

Nays—None.

FROM THE SAME.

To the Honorable the Common Council:

Gentlemen—Your Committee on Street Openings, to whom was referred the petition of the American Harrow Co. et al., for vacation of Rivard street from Milwaukee avenue to railroad, respectfully report that we have

had the matter under consideration and upon investigation find that the American Harrow Co. own the property lying west of Rivard street and north of Milwaukee avenue, and that the Art Stove Co. own and occupy the property lying east of Rivard street; that because of the fact that said street is not used and does not cross the railroad, petitioners desire to acquire same for the purpose of enlarging their respective manufacturing plants, to which request your committee, after investigation, can see no objection, provided each of the aforesaid companies waive or rebate any damages that may be assessed in their favor against the city on account of proposed separation of grades to the extent of \$750 each. This provision being agreeable to both of the aforesaid companies, your committee recommend the adoption of the following resolution.

Respectfully submitted,

DAVID E. HEINEMAN,
ALBERT T. ALLAN,
CHAS. H. WIEBER.

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

Resolved. That that portion of Rivard street extending from the northerly line of Milwaukee avenue to the southerly line of the Grand Trunk Railway be and the same is hereby vacated.

Provided, that the American Harrow Co., the owner of the property abutting on the westerly line of said street so vacated, and to whom the westerly one-half of said street shall revert, shall, in the event of a grade separation of said railway at Hastings street, waive or rebate any damages that may be assessed in its favor against the city on account of such grade separation to the extent of \$750; and

Provided that the Art Stove Co., the owner of the property abutting on the easterly line of said street so vacated, and to whom the easterly one-half of said street shall revert, shall in the event of a grade separation of said railway at Russell street, waive or rebate any damages that may be assessed in its favor against the city on account of such grade separation to the extent of \$750; and, further

Provided, that said street is vacated on the condition that said American Harrow Co. and said Art Stove Co. pay into the city treasury such moneys as may have been expended by the city in the matter of paving Milwaukee avenue in the line of said Rivard street, building of crosswalks, sidewalks, curbing, etc., as may be certified to by the City Engineer; and, be it further

Provided, that said Rivard street, above described, shall not be considered vacated by the city unless said American Harrow Co. and said Art Stove Co. shall, within thirty (30) days from date of the adoption of this resolution, each file with the City Controller a written agreement embodying the conditions set forth in this resolution, and said agreements are approved by the Committee on Ways and Means and accepted by the Common Council.

Adopted as follows:

Yeas, Ald. Allan, Atkinson, Balsley,

Black, Brozo, Burns, Deimel, Gutman, Harpfer, Heineman, Hillger, Jerome, Koch, McClellan, Mohn, Nagel, Nevermann, O'Brien, Reinhardt, Rose, Welbel, Wieber, Zink and the President—24.

Nays—None.

Liquor Bonds.

To the Honorable the Common Council:

Gentlemen—Your Committee on Liquor Bonds, to whom was referred the various liquor bonds, respectively report that we have carefully examined the same and find that the bonds have been certified as correct in form by the Corporation Counsel. We therefore recommend that the bonds as reported by the City Clerk on the 16th day of February, 1904, be and are hereby accepted and approved.

Respectfully submitted,

ALBERT T. ALLAN,
PHIL H. A. BALSLEY,

Accepted and adopted as follows:

Yeas—Ald. Allan, Atkinson, Balsley, Black, Brozo, Burns, Deimel, Gutman, Harpfer, Heineman, Hillger, Jerome, Koch, McClellan, Mohn, Nagel, Nevermann, O'Brien, Reinhardt, Rose, Welbel, Wieber, Zink, and the President—24.

Nays—None.

Special.

To the Honorable the Common Council:

Gentlemen—Your Special Committee appointed on communication from his honor, the Mayor, relative to inducing the government to install a pneumatic tube mail service in Detroit, respectfully report that we have had the matter under consideration and beg leave to state, after listening to the arguments presented before your committee, that we believe it would be most advantageous to have installed a pneumatic tube system in the City of Detroit for the transportation of mail between the important terminals and sub-stations and the general postoffice. We are informed that this method has been successfully introduced in New York, Philadelphia and Boston and has resulted in a great saving of time in the dispatch of mail coming into and going out of these respective cities, as well as of mail sent between different points in the city. The present system in vogue of bringing the mails from the sub-stations to the main postoffice by wagons is a serious inconvenience to the rapid dispatch of mail, as manufacturers in the outlying districts who have occasion to send their mail to a sub-station have the same delayed, in such instances where the wagon has just left, for a period of from one to two hours, and which delay is not possible if a pneumatic mail tube system was in operation, as the mail from their respective manufacturing plants would arrive at the general postoffice within a very few minutes from the time that it was deposited at the sub-station. Under the present plan it takes almost as long to deliver a letter from the extreme easterly portion of the city to the extreme westerly portion of the city as it does to send a letter within a radius of one hundred and fifty miles of Detroit, provided same is deposited at