

fect the transfer of \$794.23, the balance remaining in the appropriation for "Team for District Superintendents" (after providing for the care of one horse) and \$200 from the surplus remaining in the 1908 General Road Fund, a total of \$994.23, the same to constitute an account to be drawn against for "Care and Maintenance of Automobiles for District Superintendents" and to be so entitled, and that said vouchers transmitted by the Controller, aggregating \$148.73, be paid from the above account.

Adopted as follows:

Yeas—Ald. Allan, Deimel, Ellis, Field, Garvey, Grindley, Harpfer, Keating, Koenig, Konkel, Lempke, Ostrowski, Owen, Rosenthal, Rutter, Schulte, Shapland, Skrzycki, Theisen, Thompson, Trevor, Vernor, Walsh, Watson, Wing, Zoeller and the President Pro Tem.—27.

Nays—None

Ways and Means.

To the Honorable Common Council: Gentlemen—Your Committee on Ways and Means, to whom was referred the communication from the Fire Commission, asking for the transfer of appropriations, respectfully report that we have had the same under consideration and beg leave to state that while the lump cost of the three new engine houses proposed to be erected by the Department is within the estimate made by the Commission, two are under and one over the estimate, and the Fire Commission request that the sum of \$5,000 be transferred from Account No. 30 and \$3,500 from Account No. 29 to the credit of Account No. 31, and your Committee seeing no objection thereto, recommend the adoption of the following resolution.

Respectfully submitted,
WM. R. SHAPLAND.
JOHN HARPFER.
ALBERT T. ALLAN.
JOHN THOMPSON.

Accepted and on leave the following resolution was offered:

By Ald. Shapland:

Resolved, That the sums of \$5,000 and \$3,500 of the monies appropriated for Accounts Nos. 30 and 29, respectively, be placed to the credit of Account No. 31 in order to pay said account, and the City Controller be and he is hereby directed to make the proper entry on his books showing said transfer.

Adopted as follows:

Yeas—Ald. Allan, Deimel, Ellis, Field, Garvey, Grindley, Harpfer, Keating, Koenig, Konkel, Lempke, Ostrowski, Owen, Rosenthal, Rutter, Schulte, Shapland, Skrzycki, Theisen, Thompson, Trevor, Vernor, Walsh, Watson, Wing, Zoeller and the President Pro Tem.—27.

Nays—None.

Claims and Accounts.

To the Honorable Common Council: Gentlemen—Your Committee on Claims and Accounts, to whom was referred the Controller's list of Approved Accounts of Aug. 31, 1909, respectfully report that we have examined the same, and believing them to

be correct, recommend that they be paid from the proper funds.

Respectfully submitted,
JOHN GRINDLEY,
G. FREIWALD,
LOUIS H. LEMPKE,
WM. KOENIG,
MARTIN J. OSTROWSKI,
JAMES VERNOR.

Accepted and adopted as follows:

Yeas—Ald. Allan, Deimel, Ellis, Field, Garvey, Grindley, Harpfer, Keating, Koenig, Konkel, Lempke, Ostrowski, Owen, Rosenthal, Rutter, Schulte, Shapland, Skrzycki, Theisen, Thompson, Trevor, Vernor, Walsh, Watson, Wing, Zoeller and the President Pro Tem.—27.

Nays—None.

FROM THE SAME.

To the Honorable Common Council:

Gentlemen—Your Committee on Claims and Accounts, to whom was referred the bill of Geo. A. Cathey by communication from the Controller, respectfully report that we have had the same under consideration and at the request of the Controller recommend that same be referred back to him for correction.

Respectfully submitted.

JOHN GRINDLEY,
JAMES VERNOR,
G. FREIWALD,
LOUIS H. LEMPKE,
WM. KOENIG,
MARTIN J. OSTROWSKI.

Adopted as follows:

Yeas—Ald. Allan, Deimel, Ellis, Field, Garvey, Grindley, Harpfer, Keating, Koenig, Konkel, Lemkie, Ostrowski, Owen, Rosenthal, Rutter, Schulte, Shapland, Skrzycki, Theisen, Thompson, Trevor, Vernor, Walsh, Watson, Wing, Zoeller and the President Pro Tem.—27.

Nays—None.

Grade Separation.

To the Honorable Common Council:

Gentlemen—Your Committee on Grade Separation, who have had under consideration the matter of separation of grades on the east side of the city, beg leave to report that they have reached an agreement with the railroad companies and the Detroit United railway, and recommend the adoption of the report and the adoption of the following specifications, to be attached to and to become a part of the contract for the separation of grades from John R. street to Russell street, inclusive.

COMMITTEE ON GRADE SEPARATION.

GEO. A. OWEN,
Chairman.
JAMES VERNOR,
ROBERT W. RUTTER,
WM. KOENIG,
MARTIN J. OSTTOWSKI.

The following are the specifications:

Specifications for the Separation of Grades at all streets crossed by said Railroads from Woodward avenue to and including Russell street.

All elevations herein named are referred to City datum.

All distances and elevations are in feet and in decimals of a foot.

The tracks of all the companies whose steam roads cross any of the streets or avenues between Woodward avenue and to and including both crossings at Russell street, shall be elevated as set forth in the agreement.

All elevated tracks shall be carried across each street or avenue on through girder or deck bridges.

The clearance line of the bridges shall not be more than one and one-half (1½) feet below the elevations given for the new track elevations, but if greater depth is required for the floor construction, the elevations given for the new track elevations shall be correspondingly increased.

The bridges shall be of such spans as to provide a driveway on the center of each of said streets or avenues of the clear width named for the driveway in the schedule herein contained, by supporting the same on posts located in parallel lines between the curb and street lines and contiguous to the curb lines, and on abutments whose front faces shall be on the street lines, excepting that the bridges over Milwaukee avenue shall have an additional line of posts for support, on the center of the avenue, leaving two driveways of nineteen (19) feet clear width.

The bridges to carry the tracks over John R., Brush and Beaubien streets may be constructed of I beams embedded in concrete, and supported on concrete posts located in parallel lines between the curb and street lines and contiguous to the curb lines, and on abutments whose front faces shall be on the street lines.

The bridges throughout their full length and width shall be provided with tight floors and proper drains leading to city drains.

All abutments shall be built of concrete in accordance with the standard specifications of the Michigan Central Railroad Co.

Where necessary to support adjacent property at its existing level within the limits of the change of grades as given in the schedule herein contained, retaining walls shall be built as shall be shown on said particular plans to be agreed upon.

All retaining walls shall be built of concrete, in accordance with the standard specifications of the Michigan Central Railroad Co.

Such drainage shall be provided, back of abutments and retaining walls, as shall be agreed upon by the City Engineer and the Chief Engineer of the Michigan Central Railroad Company.

Existing streets which intersect the street to be lowered, within the limits of the approaches as given in the schedule herein contained except Trombly avenue shall be lowered to correspond with the grade of the approaches, and the maximum grade of the intersecting streets shall not exceed three (3) per cent from their

junction to a connection with their present surface.

Existing alleys which intersect the streets to be lowered within the said limits of the approaches shall be lowered, as shall be shown on said particular plan to be agreed upon.

All driveways on the said streets and avenues within the limits of the approaches as given in the schedule herein contained shall be paved with brick, according to the brick pavement specifications in use by the city at the time the work is done, and of the same width as now established on the approaches to the rights of way now occupied by the railroad companies, excepting on Russell street and the Grand boulevard, where the width shall be forty (40) feet, and the driveways within the limits of the bridges shall be of the widths shown in the schedule herein contained.

Approaches to the existing private driveways shall be constructed between the curb and street lines as shall be shown on said particular plans to be agreed upon.

The cross section of the driveways shall be established by the City Engineer.

Such drainage shall be provided for the driveways as shall be shown on said particular plans to be agreed upon.

All sidewalks shall be constructed in accordance with the specifications in use by the city when said work is done, and as shown in said particular plans to be agreed upon, and under the supervision of the Commissioner of Public Works of the City and the City Engineer, and at a grade not less than eight and one-half (8½) feet below the girders of the bridges; but in cases where cross streets intersect the street over which said bridge is constructed such sidewalks shall be constructed at a grade which shall conform to the curb line at such intersections, without reference to the grade of the street over which the bridge is constructed, intending thereby to provide that between cross streets, or between the cross street and the summit the sidewalk may be elevated without reference to the grade of the street crossed. And it is also intended that the grade of the sidewalk on one side of the street crossed may be different from that of the other side of said street.

Where sidewalks are elevated above the grade of the street, continuous walls shall be built in the curb lines to support the sidewalk.

Where sidewalks are constructed at an elevation in excess of one foot above the curb elevations suitable iron railings shall be placed adjacent to the curb lines for the protection of the public, as shall be shown on said particular plans to be agreed upon.

The following schedule subject to particular plans to be agreed upon shall apply to the proposed work embraced in the agreement:

Location of Change.	Present track elevation top of rail.	New track elevation.	Extreme bottom of girder.	Clearance from top of curb.	Width of street.	Width of present pavement.	Width of pavement after change.	Approaches.	Right of way.	Rate of grade.	Length of approaches.	Total length of work.	Car tracks.	Sidewalks max. width after change
John R.....	154.11	160.50	159.00	13	60	26	26	26	26	S. 3.00 N. 3.33	138 136	403.9	::	6
Beaubien ...	154.05	160.36	158.86	14	50	36	36	36	36	S. 3.00	221	682	†..	6
Brush	154.05	160.40	158.90	12	60	26	26	26	26	S. 3.00 N. 3.00 N. 3.00	184 100 200	460	..	6
Hastings—S.	154.10	158.82	157.32	13	50	28	28	28	28	S. 3.00	243	101.1	...	
Hastings—N.	153.05	160.12	158.62	13	50	28	28	28	28	N. 3.00	170			
Milwaukee .	153.05	160.12	158.62	13	60	30	30**40	40	40	W 3.00 E. 2.75	192 170	1011.	...	
Russell	151.72	157.72	156.22	14	60	30	40	40	40	S. 3.00 N. 3.00	240 241	573	†..	6
Boulevard ..	151.72	157.72	156.22	14	150	50	50	40	40	W. 3.00 E. 3.00	270 295	719	...	6
Russell—S.	153.96	157.96	156.46	14	60	28	40	40	40	S. 3.00 N. 2.88	344 313.6	889	†..	6

†Double.

‡Proposed.

**With posts on center.

All water and drain pipes which are the property of the city and which will be injured or disabled by the aforesaid changes shall be lowered or diverted and restored to usefulness to the satisfaction of the City Engineer.

All the aforesaid construction within the limits given in the aforesaid schedule shall be completely made by the parties of the second part, with reasonable dispatch and at their cost.

The city shall require the reconstruction by the owners of such other pipes, conduits, wire lines or other semi-public or private appurtenances as may occupy the streets or avenues and will be affected by the work.

The City shall provide that the street railway companies whose tracks occupy the part of any of said streets and avenues where the grade is to be changed shall make such changes in their tracks from time to time as shall be directed by the Engineer of the Railroad Companies in charge of the work, and shall further provide that any of or all of the traffic in the part of the street where grade is to be changed shall be suspended at and during the time that said Engineer shall deem it to be necessary for the safe conduct and expedition of the work.

The City shall provide by proper resolution for the removal and for the reconstruction of street railway companies' tracks, and for such portion of the removal (and restoration of the pavement in the driveways) as devolves upon the street railway companies in any way of said streets and avenues occupied by street railway tracks.

The Michigan Central Railroad Company is authorized to occupy with a retaining wall or other structure or structures the southerly two (2) feet of the northerly eighteen (18) feet of Trombly avenue from the east line of John R. to the west line of Hastings street and lying south of and adjoining the south right of way line of the Lake Shore & Michigan Southern Railroad, except such portions of said two (2) feet as lie between the east and the west line of the north and south streets now opened across said Trombly avenue, or which may hereafter be opened, across said Trombly avenue for the purpose of protecting and making serviceable the northerly sixteen (16) feet of said Trombly avenue upon which it has been authorized by deed from the City of Detroit to lay a railroad track.

By Ald. Owen:

Resolved, That the foregoing specifications be and the same are hereby adopted by the Common Council as the specifications which are to be attached to and to become a part of the contract between the City of Detroit and the Michigan Central Railroad Company, the Lake Shore & Michigan Southern Railway Company, the Grand Trunk Railway Company of Canada, the Wabash Railroad Company and the Detroit United Railway, for the separation of grades on the east side of the City, between John R. street and Russell street, inclusive.

Adopted as follows:

Yeas—Ald. Allan, Deimel, Ellis, Field, Garvey, Grindley, Harpfer,

August 31

Keating, Koenig, Konkell, Lempke,
Ostrowski, Owen, Rosenthal, Rutter,
Schulte, Shapland, Skrzycki, Theisen,
Thompson, Trevor, Vernor, Walsh,
Watson, Wing, Zoeller and the Pres-
ident Pro Tem.—27.
Nays—None.

Reconsideration.

Ald. Owen moved to reconsider the vote by which the foregoing report was adopted.

Ald. Vernor moved to suspend Rule 28 for the purpose of indefinitely postponing the motion to reconsider, which motion prevailed as follows:

Yeas—Ald. Allan, Deimel, Ellis, Field, Garvey, Grindley, Harpfer, Keating, Koenig, Konkell, Lempke, Ostrowski, Owen, Rosenthal, Rutter, Schulte, Shapland, Skrzycki, Theisen, Thompson, Trevor, Vernor, Walsh, Watson, Wing, Zoeller and the President Pro Tem.—27.
Nays—None.

Ald. Owen then moved that the motion to reconsider be indefinitely postponed, which motion prevailed. The regular order was resumed.

Streets.

To the Honorable Common Council:
Gentlemen—Your Committee on Streets, to whom was referred the petition of J. R. Abel for permission to play violin at street corner, respectfully report that we have had the same under consideration, and seeing no objection thereto, recommend that he be allowed to play violin at some street corner under the supervision of the Department of Police and at a corner to be specified by said Department.

Respectfully submitted,

MAURICE J. KEATING,
GODFREY FREIWALD,
JOSEPH L. THEISEN,
CHAS. F. WING,
AUG. SCHULTE.

Accepted and adopted as follows:

Yeas—Ald. Allan, Deimel, Ellis, Field, Garvey, Grindley, Harpfer, Keating, Koenig, Konkell, Lempke, Ostrowski, Owen, Rosenthal, Rutter, Schulte, Shapland, Skrzycki, Theisen, Thompson, Trevor, Vernor, Walsh, Watson, Wing, Zoeller and the President Pro Tem.—27.
Nays—None.

FROM THE SAME.

To the Honorable Common Council:
Gentlemen—Your Committee on Streets, to whom was referred the resolution presented by Ald. Garvey, on the 10th inst. (J. C. C., p. 1102), respectfully report that we have had the same under consideration, and believing that said water hydrant should be removed, recommend that said resolution be adopted.

Respectfully submitted,

MAURICE J. KEATING,
GODFREY FREIWALD,
JOSEPH L. THEISEN,
CHAS. F. WING,
AUG. SCHULTE.

Accepted and adopted as follows:

Yeas—Ald. Allan, Deimel, Ellis, Field, Garvey, Grindley, Harpfer, Keating, Koenig, Konkell, Lempke, Ostrowski, Owen, Rosenthal, Rutter, Schulte, Shapland, Skrzycki, Theisen,

Thompson, Trevor, Vernor, Walsh, Watson, Wing, Zoeller and the President Pro Tem.—27.
Nays—None

FROM THE SAME.

To the Honorable Common Council:
Gentlemen—Your Committee on Streets, to whom was referred the communication from the Department of Public Works, transmitting proposals for paving Alley No. 177, respectfully report that we have had the same under consideration and find that the Cement Walk and Construction Co. is the lowest bidder for paving said alley at \$2.21 per square yard and your Committee believing that the bids submitted are reasonable, recommend that the contract entered into by the Department of Public Works with said Company be approved and confirmed and that the resolution presented by Ald. Goeschel at a session held on the 10th inst. (J. C. C. p. 1086) approving and confirming said contract be adopted.

Respectfully submitted,
MAURICE J. KEATING,
GODFREY FREIWALD,
JOSEPH L. THEISEN,
CHAS. F. WING,
AUG. SCHULTE

Accepted and adopted as follows:

Yeas—Ald. Allan, Deimel, Ellis, Field, Garvey, Grindley, Harpfer, Keating, Koenig, Konkell, Lempke, Ostrowski, Owen, Rosenthal, Rutter, Schulte, Shapland, Skrzycki, Theisen, Thompson, Trevor, Vernor, Walsh, Watson, Wing, Zoeller and the President Pro Tem.—27.
Nays—None.

FROM THE SAME.

To the Honorable Common Council:
Gentlemen—Your committee on streets, to whom was referred the petitions of Detroit Rubber Co., P. C. Pettingill, Chas. Bliss, Philip Fisher, Walker & Co., J. Lewis, Majestic Cap Mfg. Co., Theo. Gerasmus, all for signs, respectfully report that we have had the same under consideration and said signs being within the requirements of the ordinance we recommend the adoption of the following resolutions.

Respectfully submitted,

MAURICE J. KEATING,
GODFREY FREIWALD,
JOSEPH L. THEISEN,
CHAS. F. WING,
AUG. SCHULTE.

Accepted and on leave the following resolutions was offered.

By Ald. Keating:

Resolved, That the Department of Public Works be and is hereby authorized and directed to issue a permit to Detroit Rubber Co., 161 Jefferson avenue; P. C. Pettingill, 892 Woodward avenue; Chas. Bliss, 912 Grand River avenue; Philip Fisher, 284 Hastings street; Walker & Co., 102 Brush street and 14 Monroe avenue; J. Lewis, 388 Gratiot avenue; Majestic Cap Mfg. Co., 75 Bates street, and Theo. Gerasmus, 221 Brush street, to erect signs in front of said premises.

Provided, That said work is performed under the supervision of the Department of Public Works and in accordance with plans submitted to and approved by said Department, and Provided, further, that no rights in the public streets shall be considered waived by this permission which is granted expressly on the condition