

	300.00	
	500.00	
Corporation Counsel	850.00	
Fire Department	9,500.00	
Public Library	1,500.00	
Parks and Boulevards	200.00	
Police Department	50.00	
Recreation Commission	4,300.00	
City Clerk	300.00	
Board of Education	100.00	
Public Lighting	225.00	
Election Comm.	200.00	
Dept. Bldg. and S. E.	200.00	
Welfare Department	200.00	
Receiving Hospital	11,000.00	
Kiefer Hospital	200.00	
Water Board	200.00	
Board of Health	14,525.00	
Art Institute	5,000.00	
Street Railway Commission	50.00	
House of Correction	25.00	
Bureau of Markets	15.00	
City Controller	50,000.00	
Psychopathic Clinic	500.00	
House of Correction (Revolving Fund)	200.00	
Motor Transportation	117,840.00	
Tuberculosis Sanatorium (Northville)		

Cash in City Depositories—		
Bank of Detroit Checking Account.....\$	619,262.69	
Bank of Detroit Reserve Account	1,651,000.00	
Bank of Detroit (Sinking Fund)	635,613.34	
Peninsular State Bank	1,000.00	
First National Bank	1,000.00	
Dime Savings Bank	1,000.00	
Peoples' State Bank	1,000.00	
Merchants' National Bank	1,000.00	
Wayne County and Home Savings Bank....	1,000.00	
First State Bank of Detroit	1,000.00	
Detroit Savings Bank	1,000.00	
Central Savings Bank	1,000.00	
American State Bank	1,000.00	
Commonwealth Federal Savs. Bank Reserve	1,000.00	
Commonwealth Fed. Savs. Bank (Street		
Railway Purchase Account)	330,000.00	
Commonwealth Fed. Savs. Bank (Street		
Railway Operation and Maintenance Acc.)	1,364,508.06	
National Bank of Commerce	1,000.00	
Michigan State Bank	1,000.00	
Continental Bank	1,000.00	
Guaranty Trust Co., N. Y.	630,000.00	
First and Old Det. Nat'l Bank (Board of		
Education P. R. Reserve)	15,000.00	
Wayne County and Home Savings Bank (P.		
R. Reserve)	25,000.00	
		5,284,384.09
		\$ 37,083,828.61

Accepted and placed on file.

From the Corporation Counsel.
 Hon. Richard Lindsay, City Clerk:
 Dear Sir—I enclose herewith proposed ordinance granting to the Pennsylvania-Detroit Railroad Company, The Pere Marquette Railway Company, the Wabash Railway Company, the Fort Street Union Depot Company and the Detroit Union Railroad Depot & Station Company, certain privileges.

This ordinance has been considered informally by the Common Council sitting as a Committee of the Whole and should be formally introduced at the Council proceedings, Tuesday evening, July 25th, receive first and second readings by title and laid on the table for final passage Tuesday evening, August 1st, 1922.

Very truly yours,
 CLARENCE E. WILCOX,
 Corporation Counsel.

By Councilman Littlefield:
AN ORDINANCE to enable the Pennsylvania-Detroit Railroad Company, an extension of the railroad lines of the Pennsylvania Railroad from Toledo, Ohio, to Detroit, Michigan, to secure adequate facilities, and to use the Fort Street Union Depot located at the southwest corner of Third street and Fort street west, in the City of Detroit, jointly with other railroad companies; and to enable it to secure adequate and convenient freight terminals suitably located to serve the interests of the city; and to authorize The Fort Street Union Depot Company to construct new or additional viaducts; to cross certain streets at grade; to close certain streets and alleys; and to provide for and authorize other facilities as in this ordinance described.

IT IS HEREBY ORDAINED BY
THE PEOPLE OF THE CITY OF
DETROIT:

Section 1. The Fort Street
2 Union Depot Company is here-
3 by granted permission and au-
4 thority, at such time as it shall
5 deem necessary, to rebuild or
6 reconstruct its elevated struc-
7 ture on West Jefferson avenue
8 of such dimensions as will be
9 required for a four (4) track
10 elevated railroad, and to main-
11 tain and operate the same, pro-
12 vided that the clearance over
13 the street and any tracks locat-
14 ed thereon shall be not less
15 than now exists under the pres-
16 ent viaduct, and the supporting
17 posts, where relocated, shall be
18 so located as to meet the ap-
19 proval of the Commissioner of
20 Public Works. Plan No. D-210.

Sec. 2. To enable the Penn-
2 sylvania-Detroit Railroad Com-
3 pany, The Fort Street Union
4 Depot Company, Wabash Rail-
5 way Company and Pere Mar-
6 quette Railway Company to
7 construct, maintain and oper-
8 ate a freight and passenger
9 terminal and other railroad fa-
10 cilities convenient to the retail
11 business center of the City of
12 Detroit, and to meet the re-
13 quirements of the said busi-
14 ness center:

(1) Portions of the following
15 streets and alleys shall be and
16 are hereby vacated: Fourth
17 street, between Congress street
18 and Larned street; Fifth
19 street, between Congress street
20 and West Jefferson avenue;
21 Brooklyn avenue, between Fort
22 street west and West Jefferson
23 avenue; Congress street, be-
24 tween Third street and Brook-
25 lyn avenue; all alleys in blocks
26 bounded by Fort street west,
27 Third street, Larned street,
28 West Jefferson avenue and
29 Brooklyn avenue; the east and
30 west alley one hundred and
31 thirty-eight feet south of Fort
32 street from Brooklyn avenue
33 westwardly to the east line of
34 an intersecting alley. Plan No.
35 D-210.

(2) The grade of Larned
37 street shall be changed begin-
38 ning at the present grade at
39 the intersection of the center
40 line of Larned street with the
41 center line of West Jefferson
42 avenue; thence eastwardly,
43 along the center line of Larned
44 street ascending at the rate of
45 0.42 per cent to a point in the
46 present street grade, 75 feet
47 west of the west line of Third
48 street. Plan D-210.

(3) Permission and author-
50 ity are further granted to the

52 Pennsylvania-Detroit Railroad
53 Company so to construct its
54 terminal along West Jefferson
55 avenue and Larned street be-
56 tween Third street and Sixth
57 street, that the second story of
58 the structure may extend over
59 the said avenue and street not
60 to exceed ten (10) feet and with
61 a clear headroom of not less
62 than thirteen (13) feet; provid-
63 ed the said extension shall not
64 be supported by means of posts
65 or other obstructions placed in
66 said avenue and street. Plan
67 D-210.

Sec. 3. (1) In consideration
2 of the vacations prescribed in
3 Section 2, the Pennsylvania-
4 Detroit Railroad Company shall
5 at its own expense (a) widen
6 Third street twenty (20) feet
7 on the west side thereof be-
8 tween Congress street and
9 Larned street, making said
10 street eighty (80) feet wide, as
11 it is at present between Con-
12 gress street and Fort street;
13 (b) widen Sixth street thirty
14 (30) feet on the west side
15 thereof, between Congress
16 street and West Jefferson ave-
17 nue and extend it on a uniform
18 width of eighty (80) feet north-
19 wardly to join that part of said
20 Sixth street widened by the
21 Fort Street Union Depot Com-
22 pany under ordinance of Janu-
23 ary 23rd, 1893. Plan No. D-210.

(2) Permission and author-
24 ity are also granted to the
25 Pennsylvania-Detroit Railroad
26 Company to construct, main-
27 tain and renew a bridge for the
28 passage of vehicles and pedes-
29 trians over and across Third
30 street, as widened, from prop-
31 erty acquired by it on the east
32 side of Third street, immedi-
33 ately north of the alley midway
34 between Congress street and
35 Larned street, to the second
36 floor of its freight terminal on
37 the west side of Third street,
38 the said bridge to be supported
39 outside of the street lines and
40 on bents constructed on the
41 curb lines and to provide a
42 clearance of at least fifteen
43 (15) feet between the street
44 railway tracks on Third street
45 and the lowest projection of the
46 bridge over the said street rail-
47 way tracks. The design, ma-
48 terial and construction of the
49 said bridge shall be subject to
50 the approval of the Commis-
51 sioner of Public Works. Plan
52 No. D-210.

(3) Permission and author-
54 ity are also granted to the
55 Pennsylvania-Detroit Railroad
56 Company, the Fort Street Union
57 Depot Company, or to any or

59 all of the railroad companies
 60 using the Fort Street Union De-
 61 pot jointly or severally to con-
 62 struct, maintain and renew a
 63 bridge or bridges over and
 64 across Sixth street, as relocat-
 65 ed and widened, between Fort
 66 street west and West Jefferson
 67 avenue; the said bridge or
 68 bridges to be supported by
 69 three lines of posts, one in the
 70 center and one on each curb
 71 line of the said street. A clear-
 72 ance of not less than thirteen
 73 (13) feet shall be maintained
 74 between the lowest point of the
 75 said bridge and the established
 76 grade of the said street. The
 77 design, construction and ma-
 78 terial of said bridge or bridges
 79 shall be subject to the approv-
 80 al of the Commissioner of Pub-
 81 lic Works. Plan D-210.

2 Sec. 4. Railroad tracks now
 3 located on the surface of West
 4 Jefferson avenue and Larned
 5 street, between Third street
 6 and Eighth street laid for the
 7 purpose of serving industries
 8 located on property now owned
 9 by the Pennsylvania-Detroit
 10 Railroad Company and which
 11 will be used for its said freight
 12 terminal, shall be moved by the
 13 corporations, parties or individ-
 14 uals owning or controlling the
 15 said tracks, on the completion
 16 by the Pennsylvania-Detroit
 17 Railroad Company of its freight
 18 terminal along the north side of
 19 West Jefferson avenue and
 20 Larned street, and shall be re-
 21 located as provided in an ordi-
 22 nance of even date herewith,
 23 giving the Michigan Central
 24 Railroad Company the right to
 25 construct, maintain and oper-
 26 ate a separate track in West
 27 Jefferson avenue and Larned
 street. Plan No. D-210.

2 Sec. 5. To permit the en-
 3 largement of the engine house
 4 and coach yard facilities now
 5 located adjacent to Eighteenth
 6 and Nineteenth streets, south
 7 of West Jefferson avenue, to a
 8 size adequate to accommodate
 9 the increased passenger traf-
 10 fic to the Fort Street Union De-
 11 pot, permission is hereby
 12 granted to cross at grade
 13 Nineteenth street between West
 14 Jefferson avenue and the De-
 15 troit River with as many tracks
 16 as the grantees herein shall
 deem necessary. Plan D-337.

2 Sec. 6. To enable the Penn-
 3 sylvania-Detroit Railroad Com-
 4 pany and the Detroit Union
 5 Railroad Depot and Station
 6 Company, or its lessees, to de-
 7 velop fully the property for
 8 freight terminals and other
 railroad facilities between Fort

9 street west and the tracks of
 10 the Detroit Union Railroad De-
 11 pot & Station Company, and
 12 between McKinstry and Sum-
 13 mit avenues; an unopened alley
 14 between lots Nos. 1 and 2 on
 15 the north and lot 3 on the
 16 south, in Outlot No. 14, of Sub-
 17 division of Outlots Nos. 14 and
 18 15, Private Claim No. 30; also
 19 an unopened alley being the
 20 north fifteen (15) feet of Lot
 21 No. 17, in Outlot No. 14, of the
 22 same subdivision, are hereby
 23 vacated, and permission and
 24 authority are hereby granted to
 25 the said railroad companies to
 26 connect the tracks to be laid
 27 on said property with the
 28 tracks of the Detroit Union
 29 Railroad Depot & Station Com-
 30 pany, and its lessees, crossing
 31 Ferdinand street with one lead
 32 or connecting track, and cross-
 33 ing Summit avenue with seven
 34 lead or connecting tracks. Plan
 35 No. D-370.

2 Sec. 7. Sewers, water mains,
 3 gas pipes, underground con-
 4 duits, telephone or electric
 5 light wires, street railway
 6 tracks or other property own-
 7 ed by the City of Detroit or lo-
 8 cated by its authority in any
 9 of the streets or alleys provid-
 10 ed to be vacated by this ordi-
 11 nance, shall be changed, alter-
 12 ed, reconstructed or removed
 13 and replaced in such location or
 14 locations as shall be determined
 15 by the City. All work in con-
 16 nection therewith shall be done
 17 either by the Pennsylvania-De-
 18 troit Railroad Company, or by
 19 the corporations or individuals
 20 maintaining the same, or by
 21 the City itself, as the Commis-
 22 sioner of Public Works may de-
 23 termine, to the satisfaction of
 24 the Commissioner of Public
 25 Works, at the sole cost and ex-
 26 pense of the Pennsylvania-De-
 troit Railroad Company.

2 Sec. 8. Permission and au-
 3 thority are further granted to
 4 the Pennsylvania-Detroit Rail-
 5 road Company to construct,
 6 maintain and operate a double
 7 track connection between the
 8 tracks of the Wabash Railway
 9 Company and the Pere Mar-
 10 quette Railway Company west
 11 of their junction at Delray, in
 12 said city, crossing the follow-
 13 ing streets and alleys at grade:
 14 Forman street north of and ad-
 15 jacent to the right of way of
 16 the Wabash Railway Company;
 17 an unopened alley between
 18 Forman street and Gates street;
 19 an unnamed alley south of Bar-
 20 ron street; Barron street west
 21 of its junction with Gates
 street; Forman street, Fort

22 street and Dearborn avenue,
23 immediately west of and ad-
24 joining the tracks of the Pere
25 Marquette Railway Company,
26 as shown on a map and survey
27 filed in the office of the Com-
28 missioner of Public Works.
29 Plan No. D-85, Sheet 4.

2 Sec. 9. Permission and au-
3 thority are further granted to
4 the Pennsylvania-Detroit Rail-
5 road Company to construct,
6 maintain and operate one or
7 two main tracks on right of
8 way recently acquired by it
9 south of and adjacent to the
10 right of way of the Detroit
11 Terminal Railroad and crossing
12 at grade, Livernois avenue, Lin-
13 wood avenue, Twelfth street
14 and Oakman avenue. Plan No.
D-85, Sheet 4.

2 Sec. 10. In compliance with
3 the terms and provisions of an
4 ordinance passed February 18th,
5 1902, governing the construc-
6 tion of sidetracks, spur tracks,
7 etc., duplicates of all plans re-
8 ferred to herein and attached
9 hereto have been filed in the
10 office of the Commissioner of
Public Works.

2 Sec. 11. In all streets not
3 paved, the tracks herein au-
4 thorized shall be laid in such
5 manner as shall least interfere
6 with public travel, and subject
7 to the approval of the Commis-
8 sioner of Public Works, and
9 the railroad company or com-
10 panies owning said tracks shall
11 keep the surface of the streets
12 between the rails of said tracks
13 in good order.

14 In all streets which are pav-
15 ed the railroad company or
16 companies owning the said
17 tracks across the same shall
18 pay the cost of paving and re-
19 paving the portion of the said
20 streets between the rails of
21 said tracks and one foot on
22 each side thereof. The grantees
23 in this ordinance named shall
24 respectively indemnify and save
25 harmless the City of Detroit
26 from all damages or claims for
27 which the City of Detroit shall
28 be made or become liable by
29 reason of the grants herein
30 made to the respective grantees
31 for the construction, mainten-
32 ance and operation of tracks
across said streets and alleys.

2 Sec. 12. Permission and au-
3 thority are hereby given the
4 grantees herein named when-
5 ever the same shall be neces-
6 sary for the prosecution of the
7 work herein authorized, to ob-
8 struct temporarily, any street,
9 avenue or alley to such an ex-
10 tent and for such length of
time as may be approved by

11 the Commissioner of Public
12 Works; and the grantees are
13 also hereby authorized, when-
14 ever the same shall become
15 necessary, to erect and main-
16 tain temporary structures and
17 false work in any of the said
18 streets and alleys during the
19 rebuilding of the elevated
20 structure, freight terminal or
21 other facilities herein provid-
22 ed for, subject to the approval
23 of the said Commissioner of
24 Public Works.

2 Sec. 13. Whenever permission
3 and authority are granted by
4 this ordinance to the Pennsyl-
5 vania-Detroit Railroad Com-
6 pany, the Detroit Union Rail-
7 road Depot & Station Company,
8 the Fort Street Union Depot
9 Company, the Pere Marquette
10 Railway Company or the Wa-
11 bash Railway Company, the
12 same shall inure to the benefit
13 of, and the terms and condi-
14 tions herein imposed shall be
15 binding upon the respective
lessees, successors and assigns.

2 Sec. 14. Wherever railroad
3 tracks are authorized to be con-
4 structed under this ordinance,
5 the grantees whose tracks are
6 crossed at any time shall, at
7 request of the City, install, at
8 their own cost, crossings for
9 street car tracks at the inter-
10 section of such railroad tracks,
11 and such other safeguards and
12 appliances, incidental to such
13 crossings, as shall be required
14 by law, whether such street car
15 tracks are now existing or are
16 authorized to be constructed
under Ordinance No. 708-A.

2 Sec. 15. This ordinance is
3 passed upon the express condi-
4 tion that the necessity for any
5 grade separation affecting the
6 intersecting streets, boulevards
7 and alleys shall be in nowise
8 waived. As to the trackage
9 permitted in Sections 8 and 9
10 of this ordinance to be con-
11 structed, the said Pennsyl-
12 vania-Detroit Railroad Com-
13 pany, by its acceptance of the
14 terms hereof, agrees to such
15 method of grade separation as
16 may be determined upon when
17 a plan of such separation is
18 imposed upon or is the result of
19 a contract between the City of
20 Detroit and any other railroad
21 company whose track is so lo-
22 cated that the plan adopted, as
23 to it will apply to the Pennsyl-
24 vania-Detroit Railroad Com-
pany.

2 Sec. 16. The Detroit Union
3 Railroad Depot & Station Com-
4 pany has a right of way of a
5 minimum width of sixty feet
between Nineteenth street and

6 Delray Crossing, so-called,
 7 which is of sufficient width for
 8 a maximum of four main
 9 tracks, of which right of way
 10 the Pere Marquette Railway
 11 Company and the Wabash Rail-
 12 way Company are lessees. Said
 13 lessees have contemplated the
 14 construction of four main
 15 tracks of railroad requiring
 16 the construction of additional
 17 tracks on said portion of said
 18 right of way, so that said
 19 tracks would occupy the whole
 20 width of such right of way. If
 21 permission is hereafter obtain-
 22 ed to construct additional
 23 tracks at grade, and such
 24 tracks shall be constructed
 25 across any street, boulevard or
 26 alley between Nineteenth street
 27 and Delray Crossing, so-called,
 28 and thereafter the grades are
 29 separated, the grantees agree,
 30 in consideration of the grants
 31 herein contained that the entire
 32 extra cost of construction of
 33 such grade separation within
 34 the limits of the intersections,
 35 but only within such intersec-
 36 tions, of the said right of way
 37 and the streets, boulevards and
 38 alleys due to the laying of such
 39 additional tracks at grade
 40 across said streets, boulevards
 41 and alleys as compared with
 42 the cost of separating the
 43 grades of the tracks now laid
 44 across said streets, boulevards
 45 and alleys, shall be borne by
 46 the grantees.

2 Sec. 17. The grantees shall
 3 indemnify and save harmless
 4 the City of Detroit against any
 5 and all liability on account of
 6 or growing out of any grant of
 7 authority to them, or any of
 8 them, made in this ordinance,
 9 or on account of or growing
 10 out of anything which the said
 11 grantees, or any of them, may
 do under the authority thereof.

2 Sec. 18. This ordinance shall
 3 take effect upon filing a writ-
 4 ten acceptance thereof by the
 5 Pennsylvania-Detroit Railroad
 6 Company, The Fort Street Un-
 7 ion Depot Company, the Detroit
 8 Union Railroad Depot & Sta-
 9 tion Company, the Pere Mar-
 10 quette Railway Company and
 11 the Wabash Railway Company
 12 with the Clerk of the City of
 13 Detroit within two months
 from and after its approval.

Read twice by title, ordered print-
 ed and laid on the table.

From the Corporation Counsel.
 Hon. Richard Lindsay, City Clerk.

Dear Sir—I enclose herewith pro-
 posed ordinance granting to the
 Michigan Central Railroad Company
 the right to construct, operate and

maintain a spur track on Jefferson
 avenue west within the City of De-
 troit.

This ordinance has been consider-
 ed by the Common Council sitting
 as a Committee of the Whole in con-
 nection with the Pennsylvania Rail-
 road Company ordinance, so-called.
 It should be formally introduced in
 the Council meeting Tuesday eve-
 ning, July 25th, receiving first and
 second readings and laid on the
 table for final passage on Tuesday
 evening, August 1st, 1922.

Very truly yours,
 CLARENCE E. WILCOX,
 Corporation Counsel.

By Councilman Littlefield:

**AN ORDINANCE granting the Mich-
 igan Central Railroad Company
 the right to construct, operate and
 maintain a spur track in Jefferson
 avenue west, within the City of
 Detroit.**

IT IS HEREBY ORDAINED BY
 THE PEOPLE OF THE CITY OF
 DETROIT:

Section 1. Consent, permission
 2 and authority is hereby granted
 3 to The Michigan Central Rail-
 4 road Company, a corporation of
 5 the State of Michigan, and its
 6 successors and assigns, to ex-
 7 tend its "Mills Track," so-called,
 8 as now located in Jefferson ave-
 9 nue west, in the City of Detroit,
 10 and to construct, maintain and
 11 operate such extension from a
 12 point ninety (90) feet easterly
 13 of the east line of Eighth street,
 14 thence easterly substantially
 15 along the center line of said Jef-
 16 ferson avenue west to a point
 17 where the southerly line of
 18 Larned street, if extended west-
 19 erly, would intersect said center
 20 line of Jefferson avenue west,
 21 and thence easterly along the
 22 south side of Larned street to
 23 the west line of Third street. A
 24 map and survey of the route and
 25 track shall be filed with the De-
 26 partment of Public Works, and
 27 City Engineer, within thirty (30)
 28 days from the taking effect of
 29 this ordinance.

Sec. 2. Said track shall be of
 2 standard gauge and shall be laid
 3 under the supervision and in-
 4 spection of the Department of
 5 Public Works, and shall conform
 6 to the grade of the street as
 7 now is or may be hereafter es-
 8 tablished in such manner as to
 9 least interfere with the ordinary
 10 travel on said street; all paving
 11 or replacing of paving between
 12 the rails and eighteen (18)
 13 inches, or farther outside there-
 14 of, if necessary to cover the
 15 approaches, shall be done by the
 16 Department of Public Works
 17 when the grantee has deposited
 18 a sufficient sum to cover the