

**From the Department of Street
Railways**

January 11th, 1928.

To the Honorable, the Common
Council:

Gentlemen—There is presented herewith the financial statement of the Department of Street Railways for the month of December, 1927, and for the year ended December 31st, 1927.

Balance of Net Income:

The balance of net income for the month of December, 1927, is \$3,454.47 after the payment of sinking fund charges. The balance of net income for the month of December, 1926, was \$22,513.23, so that the past month shows a decrease as compared with December, 1926, of \$19,058.76.

Total Passengers Carried:

During the month of December, 1927, 36,258,210 passengers were carried by the rail lines and 3,906,294 by the coach lines, a total of 40,164,504 passengers as compared with a total of 41,335,127 passengers carried in December, 1926, divided 38,125,632 rail lines and 3,209,495 coach lines. In other words, the Department of Street Railways carried 1,170,623 or 2.8 per cent less passengers in December, 1927, than in December, 1926.

**Expenditures for Road and Equip-
ment, i. e., Plant representing Addi-
tions and Betterments, Extensi-
ons and New Equipment (Capital
Costs so-called):**

During the six months ended December 31, 1927, \$1,039,421.46 was so expended compared with \$1,735,905.96 expended during the six months ended December 31st, 1926.

**Payment of Principal and Interest on
Debt—\$218,775.00:**

During the month \$110,000.00 of additions and betterments bonds, voted April 2, 1923, were redeemed, and \$32,500.00 interest due on construction bonds and \$76,275.00 interest due on additions and betterments bonds was paid.

**Labor Decreases Six Months ending
December 31st, 1927, compared with
Six Months ending December 31st,
1926:**

During the six months ending December 31st, 1927, the total payroll of the Department of Street Railways was \$6,491,571.78 compared with \$7,197,473.04 for the corresponding six months of 1926. This means that the Department of Street Railways has reduced its payroll under that of last year by \$705,901.26 or 9.80 per cent, to meet the decline of 16,741,706 passengers carried, or a decrease in business of 6.79 per cent.

Yours very truly,

WILLIAM M. HAUSER,
Auditor.

Accepted and placed on file.

From the Board of Assessors

January 17, 1928.

To the Honorable, the Common
Council:

Gentlemen—We herewith transmit to your honorable body Assessment Rolls numbered 4203, 4246, 4260, 4295, 4359. Assessors Rolls numbered 501 to 505 both inclusive, for extension of water mains in front of the lots and parcels of land described.

The usual notice required by law has been given to the parties in interest, as will appear by the annexed notice and affidavit of publication. We have, therefore, signed the same, and report them to your honorable body.

Very respectfully,
CHESTER M. PULFORD,
President.

By Councilman Ewald.

Resolved: That Assessments Rolls Numbered 4203, 4243, 4260, 4295, 4359, Assessors Rolls numbered 501 to 505 both inclusive, for extension of water mains in front of the lots and parcels of land described therein, are hereby approved and confirmed, that the description of premises and the names of persons contained therein are received as correct; and that the sums set forth in the said assessment Rolls are the correct ones which each individual or set of individuals should be assessed at and pay, and that the said assessments be collected from the several persons liable to pay the same according to law.

I approve the form of the above resolution.

WALTER BARLOW,
Chief Assistant Corporation Counsel.

Adopted as follows:

Yeas—Councilmen Bradley, Castator, Dingeman, Ewald, Kronk, Littlefield, Walters and the President—8.

Nays—None.

From the Board of Education

November 29, 1926.

To the Honorable, the Common
Council:

Gentlemen—In accordance with action of the Board of Education at the meeting held November 24th last, your Honorable Body is petitioned to vacate alleys at the Estabrook School site, land recently received through condemnation to enlarge this site.

Yours respectfully,
CHAS. A. GADD,
Business Manager.

By Councilman Dingeman:

Resolved, That all of the public alley 20 feet wide adjoining the southerly line of Lot 1 as platted in For-dyce and Nagle Subdivision of part of

Lot 1, Fractional Section 1, T. 2 S., R. 11 E. as recorded in Liber 15 Page 8 of Plats of Wayne County Records; also all of the public alley 20 feet wide adjoining the westerly line of the northerly 20 feet of Lot 9, the westerly line of Lot 10 of last mentioned subdivision, and the westerly lines of Lots 7 and 8 and the westerly line of the southerly 2 feet of Lot 9 as plated in Ritter and Burch's Subdivision of part of Lot 1, James Messmore Estate of part of Fractional Section 1, T. 2 S., R. 11 E. and Fractional Section 36, T. 1 S., R. 11 E., as recorded in Liber 23 Page 67 of Plats of Wayne County Records," be and the same is hereby vacated to become a part and parcel of the adjoining property.

Provided, Petitioner bears the entire expense of relocating or rerouting any public utilities now installed in said alley which it may be necessary to remove due to the closing of same, and further

Provided, That by reason of the vacation of the above described alley the City of Detroit does not waive any rights in the lateral sewer located in alley aforesaid and shall at all times have the right to enter upon the premises if found necessary on account of said sewer to repair same, and provided further that petitioner shall not build over the above described alley without first securing the approval of the City Engineer and the Board of Health, and further

Resolved, That the City Controller be and is hereby directed to execute quit claim deed covering the property herein vacated.

Adopted as follows:

Yeas—Councilmen Bradley, Castator, Dingeman, Ewald, Kronk, Littlefield, Walters and the President—8.

Nays—None.

From the Board of Education

January 12, 1928.

To the Honorable, the Common Council:

Gentlemen—The Board of Education at a meeting held January 10, 1928 authorized that your Honorable Body be petitioned to vacate Rogge Avenue as it extends through the Marion Law School site and also to vacate the alley first east of and the alley first west of and parallel to Rogge Avenue.

In lieu of Rogge Avenue and the alleys to be vacated by your Honorable Body, the Board of Education will convey to the City of Detroit by quit claim deed land at the south end of the school site to provide a 60 foot street in width from Carrie Avenue to Cliff Avenue.

I trust your Honorable Body will give this petition prompt and favorable attention.

Yours respectfully,

CHAS. A. GADD,
Business Manager.

By Councilman Dingeman:

Resolved, That "all of public alley 18 feet wide, described as follows: Beginning at the Northwesterly corner of lot 279 of Paterson Brothers and Company's Outer Drive-Van Dyke Subdivision of part of North one-half of Southeast Quarter Section 4 T.1.S.R.12 E. as recorded in Liber 46 Page 89 of Plats of Wayne County Records, thence along the Westerly line of lots 269 to 279, both inclusive, of last mentioned subdivision South 0 Degrees 13 Minutes West 397.82 feet to the Southwesterly corner of lot 269 of last mentioned subdivision, thence along the Westerly line of lot 268 of said subdivision South 10 Degrees 57 minutes West 39.30 feet to a point; thence along the Westerly line of lot 38 of Seven Mile Garden Subdivision of the West 15 acres of the Southeast Quarter of Southeast Quarter Section 4, T.1.S.R. 12 E. as recorded in Liber 49 Page 95 of Plats of Wayne County Records, South 0 Degrees 19 Minutes West 6.35 feet to a point; thence along a line South 79 Degrees 40 Minutes 30 Seconds West 18.34 feet to a point on the Easterly line of lot 357 of North Detroit Subdivision of the Southwest Quarter of the Southeast Quarter of Section 4, T.1.S.R.12 E. as recorded in Liber 16 Page 40 of Plats of Wayne County Records; thence along said line and said line extended Northerly North 0 Degrees 19 Minutes East 13.74 feet to the Southeasterly corner of lot 328 of Paterson Brothers and Company's Outer Drive-Van Dyke Subdivision heretofore mentioned; thence along the Easterly line of said lot 328 North 12 Degrees 11 Minutes East 34.8 feet to the Northeasterly corner of said lot, thence along the Easterly line of lots 317 to 327, both inclusive, North 0 Degrees 13 Minutes East 398.35 feet to a point on the Southerly line of Lantz Avenue, 50 feet wide, thence along said line North 89 Degrees 54 Minutes East 18 feet to the place of beginning.

Also "all that part of Rogge Avenue lying South of Lantz Avenue, described as follows: Beginning at the Northwesterly corner of lot 317 of Paterson Brothers and Company's Outer Drive-Van Dyke Subdivision heretofore mentioned; thence along the Easterly line of Rogge Avenue as now established, South 0 Degrees 13 Minutes 30 Seconds West 445.48 feet to a point on the Westerly line of lot 357 of North Detroit Subdivision heretofore mentioned; thence along a line North 89 Degrees 56 Minutes West 66.10 feet to a point on the