

Roxbury, Casino oo Moross, estimated cost \$17,460.00.

Sanilac, Morang to No. of Casino, estimated cost \$12,792.00.

Springarden, Celestine to Hayes, estimated cost \$22,020.00.

Strasburg, Park Grove to Linnhurst, estimated cost \$8,400.00.

University, Berden to Chester, estimated cost \$7,800.00.

University, Berden to Chetser, estimated cost \$13,920.00.

Total estimated cost \$341,247.00.

Respectfully submitted,

ERNEST JONES,  
Commissioner.

By Councilman Oakman:

Resolved, That the Commissioner of Public Works be and he is hereby authorized and directed to proceed with the paving of the streets listed in the foregoing communication under the forced paving clause of the city charter.

Adopted as follows:

Yeas—Councilmen Castator, Comstock, McNamara, Oakman, Rogell, Van Antwerp, and the President—7.  
Nays—None.

Department of Public Works

April 25, 1947.

To the Honorable, the Common Council:

Gentlemen—Your Committee of the Whole referred petition of Detroit Wash Tray Mfg. Co. (No. 3424), requesting the vacation of Dwyer Avenue southerly of Peter Smith Avenue, to the Department of Public Works for further investigation and report.

The vacation of this street was approved and recommended by the City Plan Commission in their communication to your Honorable Body of January 9, 1947.

We wish to advise that all of our investigations have been completed. On April 25, 1947 the petitioner deposited into the City the sum of \$529.10, Receipt No. 50453, credited to Public Works Maintenance Fund Code No. 143-6221-1 to reimburse the City of Detroit for the original cost of paving Peter Smith Avenue at the intersection of Dwyer Avenue.

On April 25, 1947 the petition also deposited the sum of \$200.00, Receipt No. 50454, credited to Public Lighting Commission Fund Code No. 123-9300-0-9, said amount being the estimated cost of removing P. L. C. wires along the west line of the portion of Dwyer Avenue proposed to be vacated.

The petitioner informed us that inasmuch as he plans on utilizing the present street return at intersection of Dwyer and Peter Smith Avenues for his business, he would like to have it remain in its present status and filed an agreement to pay all costs incidental to the removal and/or reconstruction of said return if at

any time in the future, at his request or at the request of the City of Detroit, it becomes necessary to remove and/or reconstruct it. This office is in receipt of a sewer right-of-way granted by the petitioner to protect the City's interests in 6" sewer located in Dwyer Avenue.

All other City departments and private utilities reported that they will be unaffected by the vacation of this portion of street.

In view of the above, we recommend the adoption of the attached resolution.

Respectfully submitted,  
ERNEST JONES,  
Commissioner.

By Councilman Oakman:

Resolved, That all of Dwyer Avenue, 50 feet wide, southerly of Peter Smith Avenue, as platted in Frank J. Asam's Mt. Elliott Subdivision of the southerly 6 acres of the northerly 18 acres of Lot 2, Subdivision of the estate of James Dunn, S. W. ¼ of Sec. 21, T. 1 S., R. 12 E., as recorded in Liber 46 of plats, Page 54, Wayne County Records, lying between the easterly line of lot 28 and the westerly line of lot 27, both lots being the same as platted in last mentioned subdivision.

Be and the same is hereby vacated as a public alley to become a part and parcel of the adjoining property.

Adopted as follows:

Yeas—Councilmen Castator, Comstock, McNamara, Oakman, Rogell, Van Antwerp, and the President—7.  
Nays—None.

Department of Public Works

April 28, 1947.

To the Honorable, the Common Council:

Gentlemen—The contract for the three Bluehill pumps and motors was authorized by your Honorable Body on April 8, 1947, and was immediately transmitted to the Worthington Pump and Machinery Company, at Harrison, New Jersey, for execution. Under the terms of the contract the pump company was allowed 22 months after receipt of starting notice about May 1st for the manufacture, delivery and installation of all of this equipment. Because these pumps appeared to be the bottle-neck in the relief of flood conditions in the Fox Creek district, we felt that every effort should be made to expedite their delivery and erection before March of 1949.

Last Thursday, in company with the City Engineer and his assistant, Mr. Rudd, I went to the plant of the Worthington Pump Company to see if the long delivery date on this equipment could not be expedited. I am happy to report that the pump company was most cooperative in stepping the date up and have advised us that they can ship the first of the