

47.30 ft; thence S. 35d 54m 06s W. 37.11 feet to the point of beginning.

Parcel 2: A 40 ft. strip of land in P.C. 216, Springwells Township (now City of Dearborn), Wayne County, Michigan, lying Easterly of, adjacent and parallel to the line between P.C. 328 and P.C. 216 and lying Westerly of adjacent and parallel to the Westerly Line of Clippert's Eagle Avenue Subdivision of Part of Private Claims 216 and 328, Springwells Township (now City of Dearborn), Wayne County, Michigan, as recorded in L. 39, P. 76 of Plats, Wayne County Records, and extending Southerly from the Southerly Line of Wren Avenue (40 ft. wide) to the Northerly line of Lapeer Avenue (50 ft. wide).

Parcel 3: A parcel of land being the Easterly 33 ft. of Lots 185 to 200 incl., the Easterly 12 ft. of Lot 203 and Lot 204, all of the Salina Park Subdivision of Part of Private Claims 216 and 328, Springwells (now City of Dearborn), Wayne County, Michigan, as recorded in L. 20, P. 7 of Plats, Wayne County Records.

Parcel 4: A part of P.C. 216 and P.C. 328, City of Dearborn, Wayne County, Michigan, described as being a strip of land 40 feet wide, being the former DSR R/W, and beginning at the City Limits line between the City of Detroit and the City of Dearborn, where it crosses Industrial Avenue, and proceeding thence North-easterly in the R/W of Industrial Avenue to the R/W of Dix Avenue, and being adjacent and parallel to the Westerly line of "Dix Avenue Villas Subdivision of Part of P.C.'s 328 and 216," as recorded in L. 41, P. 12 of Wayne County Plats; thence Northeasterly in the R/W of Dix Avenue to the R/W of Ferndale Avenue, adjacent and parallel to the North-westerly line of said Dix Avenue Villas Subdivision; thence Easterly in the R/W of Ferndale Avenue, adjacent and parallel to the Northerly line of said Dix Avenue Villas Sub-division, and said line extended to the point of ending at the City Limits line between the City of Detroit and the City of Dearborn.

Respectfully,
WILLIAM B. FITZGERALD,
Secretary.

Approved:
LEO J. NOWICKI,
General Manager.

By Councilman Connor:
Resolved, That the Corporation Counsel, Bureau of Real Estate, be and it is hereby authorized to take the necessary steps to complete the sale of the above property to the City of Dearborn.

Adopted as follows:
Yeas—Councilmen Beck, Connor, Rogell, Smith, Van Antwerp, Wise, and Youngblood—7.
Nays—None.

Corporation Counsel

April 10, 1957.

Honorable Common Council:

Gentlemen—This is to advise your Honorable Body that on April 9, 1957, an Order was signed by Hon. Robert M. Toms, Circuit Judge, in Case No. 289-982 (Common Council Petition 5389), vacating the alley in the block bounded by Conley, Keystone, Cordova and Amrad Avenues.

The Order provides that a public easement for public utility purposes be retained in the lands formerly comprising the alley.

We submit herewith, for your consideration, a resolution directing the City Clerk to record the attached true copy of the Order with the Wayne County Register of Deeds.

Respectfully submitted,
ALFRED SAWAYA,
Assistant Corporation Counsel.

By Councilman Connor:

Resolved, That the City Clerk be and he is hereby directed to record the Order vacating public alley, in the office of the Wayne County Register of Deeds, within 30 days from the date hereof, in accordance with the foregoing communication from the Corporation Counsel.

Approved:
PAUL T. DWYER,
Corporation Counsel.

Adopted as follows:
Yeas—Councilmen Beck, Connor, Rogell, Smith, Van Antwerp, Wise, and Youngblood—7.
Nays—None.

Corporation Counsel

April 3, 1957.

Honorable Common Council:

Gentlemen—Recently you referred to this office a letter from the Home Owners Civic and Improvement Association relative to proposed Senate Bill No. 1207, concerning the distribution of costs of separation of grades at railroad crossings.

We wish to advise that we have reviewed this bill in connection with the recent United States Supreme Court decision in the case of The Atchison, Topeka and Santa Fe Railway Company vs. Public Utilities Commission of the State of California and City of Los Angeles, (1953), 346 U.S. 346, 98 L. Ed. 51). We find that it is necessary to amend the proposed bill to conform to the opinion of the Court. We have prepared such amendments, which we are enclosing herewith, together with a copy of Senate Bill No. 1207. We have also submitted these amendments to the Department of Streets and Traffic for their study and report.

We believe that the passage of this bill, as amended in the manner proposed, would be of great benefit to the City of Detroit and, subject to