at 113.21 feet. and that at a point 29.99 feet distant southerly therefrom the grade of this westerly curb is hereby changed and established at 114.35 feet.

That the grade of the easterly curb of Hubbard avenue, at its intersection with the southerly curb line of Michigan avenue, is hereby changed and established at 113.94 feet, and that at a point 16.47 feet distant southerly therefrom the grade of this easterly curb is hereby changed and established at 114.35 feet.

Then southerly on a three per cent grade to intersect the present surface of the roadway.

That the grade of the westerly curb of Hubbard avenue, at its intersection with the northerly curb of Michigan avenue, is hereby changed and established at 115.78 feet and at a point 16.58 feet northerly therefrom the grade is hereby established at 116.19 feet. That the grade of the easterly curb of Hubbard avenue, at its intersection with the northerly curb of Michigan avenue. is hereby changed and established at 116.51 feet and at a point 30.29 feet northerly therefrom the grade is established at 116.19 feet. Thence northerly on a three per cent grade to intersect the present surface of the roadway.

Sec. 4. That the sidewalk grade on the northerly side of Michigan avenue, at its intersection with the easterly line of said right-of-way is hereby changed and established at 114.50 feet, that easterly from said point the sidewalk grade shall be a gradual ascent to a point 269.17 feet distant thereform and established at 115.37 feet, that easterly from last point the sidewalk shall conform to the curb elevation herein established; that westerly from the easterly intersection of said right-of-way the sidewalk grade shall be level for a distance of 68.60 feet, and that westerly from last named point, the sidewalk shall have a gradual descent to the easterly end of the easterly circles at LaSalle avenue, that westerly from the last mentioned point to top of slope, the sidewalk shall conform to the elevations for curb herein established.

That the sidewalk grade on the southerly side of Michigan avenue, at the extreme westerly end or top of slope shall conform to the curb elevation, viz.: 115.31 feet; that easterly from said point the sidewalk shall have a gradual descent to the intersection of the southerly curb at the westerly line of the right-of-way being an elevation of 114.50 feet; from this point easterly for 68.60 feet, the sidewalk shall be level, and from this point easterly the sidewalk shall have a gradual descent to its intersection with the westerly end of the westerly circle at Hubbard avenue, and from this last mentioned point easterly to top of slope, the sidewalk shall conform to the elevations for curb herein established.

Sec. 5. That the sidewalk grade for LaSalle avenue from the northerly curb of Michigan avenue, to the top of the slope is hereby changed and established at the same elevation as the curb for same as herein described.

Sec. 6. That the sidewalk grade for Hubbard avenue from the southerly curb line of Michigan avenue, to the top of the slope is hereby changed and established at the same elevation as the curbs for same as herein described.

That the sidewalk grade for Hubbard avenue, from the northerly curb line of Michigan avenue, to the top of slope is hereby changed and established at the same elevations as the curbs for same as herein described.

Sec. 7. The Detroit and Bay City Railroad Company, their successors and assigns are hereby authorized to construct and maintain a bridge over and above the roadway and sidewalks hereinbefore described in accordance with the provisions of a contract entered into between the City of Detroit and said company.

Provided further, that there shall not be less than fourteen feet between the lower side of the beams or stringers of said structure and the grade of said roadway as fixed by Section One hereof.

And provided further that said structure shall be constructed and maintained so as to be reasonably safe for persons using the roadway and sidewalks under said structure.

All ordinances and resolutions inconsistent herewith are hereby repealed.

Sec. 8. This ordinance shall take immediate effect.

The ordinance was read twice by title.

The ordinance was then placed upon the order of third reading.

The ordinance was then read a third time, and by unanimous consent was placed upon its passage.

The question being, "Shall this ordinance now pass?" the ordinance was passed, a majority of the Aldermen present voting therefor as follows:

Yeas—Ald. Allan, Atkinson, Brozo, Burns Dederich, Deimel, Gutman, Harpfer, Jeffries, Jerome, Keating, Lemke, McClellan, Magee Mahs, Moeller, Mohn, Nagel, Nevermann, O'Brien, Reinhardt, Rose, Weibel, Weiler, Wieber, Zink and the President—27.

Nays—None.

The title to the ordinance was confirmed.

Reconsideration.

Ald. Jerome moved to reconsider the vote by which the foregoing ordinance was passed.

Whereupon Rule 28 was suspended and the motion was laid on the table.

The regular order was resumed.

Ordinance.

The following was presented by Ald. Jerome:

AN ORDINANCE changing and establishing the grade of Michigan avenue, roadway, curb and sidewalk from a point in the center line of Michigan avenue, 321.94 feet distant easterly from the intersection of the center line of Michigan avenue and the easterly line of the right of way of the Lake Shore and Michigan Southern Railway to a point in the center line of Michigan avenue, 283.16 feet distant westerly from the intersection of the center line of Michigan avenue and the westerly line of the right of way of the Grand Trunk Railway Company of Canada and the intersections of cross streets between said points. And granting permission to the Lake Shore and Michigan Southern Railway Company and the Grand Trunk Railway Company of Canada to bridge said Michigan avenue, and operate their railways over and above said Michigan ave.

It is hereby ordained by the people of the City of Detroit:

Section 1. That the grade of the tracks of the Detroit United Railway Company in the center of the roadway of Michigan avenue (said tracks being 15 feet wide) at right angles to a point 321.94 feet easterly of the intersection of the center line of Michigan avenue and the easterly line of the Lake Shore R. R. right-of-way is hereby changed and established at 115.93 feet, according to city levels or datum; that the grades of the curb lines at right angles to last named point is hereby changed and established at 115.99 feet; that the grade of the tracks in the center of the roadway of said avenue shall have a gradual descent westerly to a point 279 feet distant therefrom hereby changed and established at 108.96 feet; that the grade of the curb lines at right angles to last named point is hereby changed and established at 109.02 feet; that the grade of the tracks in center of said avenue from center of roadway. as last named, shall have a gradual descent to a point 120.56 feet distant westerly therefrom herewith established at 108.36 feet. That the grade of the curb lines at right angles to last named point is herewith changed and established at 108.42 feet; that grade of the tracks in center of roadway of said avenue from center of roadway last named shall have a gradual ascent to a point 120.56 feet distant westerly therefrom herewith established at 108.96 feet; that the grade of the curb lines at right angles to last named point is herewith changed and established at 109.02 feet; that the grade of the tracks in the center of the roadway of said avenue from the center of roadway last named shall have a gradual ascent westerly for a distance of 243.18 feet herewith established at 115.67 feet; that the grade of the curb lines at right angles to last named point is 115.73 feet as heretofore established.

Sec. 2. That the grade of the easterly curb line of Clark avenue, at its intersection with the southerly curb line of Michigan avenue. is hereby changed and established at 108.99 feet: that the grade of the westerly curb line of Clark avenue, at its intersection with the southerly curb line of Michigan avenue is hereby changed and established at 108.82 feet: and that at a point 16.57 feet southerly from said intersection and also at right angles to said point the grade of the curb line is hereby changed and established at 109.33 feet; and that southerly from said points the grade of the curb lines shall be a gradual ascent to a point 254.58 feet distant therefrom heretofore established at 115.98 feet.

Sec. 3. That the grade of the easterly curb line of Lovett avenue, at its intersection with the northerly curb line of Michigan avnue. is hereby changed and established at 108.77 feet; that the grade of the westerly curb line of Lovett avenue, at its intersection with the northerly curb line of Michigan avnue, is hereby changed and established at 108.97 feet. and that at a point 16.62 feet northerly from said intersection and also at right angles to said point the grade of the curb lines is hereby changed and established at 109.47 feet; and that northerly from said points the grade of the curb lines shall be a gradual ascent to a point 198.08 feet distant therefrom herewith established at 115.41 feet.

Sec. 4. That the grade of the easterly curb line of Scotten avenue, at its intersection with the southerly curb line of Michigan avenue, is hereby changed and established at 115.43 feet.

That the grade of the westerly curb line of Scotten avenue, at its intersection with the southerly curb line of Michigan avenue, is hereby changed and established at 114.70 feet; that southerly from said last two points the grade of the easterly and westerly curb lines shall be a gradual ascent to points at right angles to a point in the center line of Scotten avenue, fifty feet southerly from the intersection of said center line of Scotten avenue, and the southerly curb line of Michigan avenue. heretofore established at 116.56 feet.

That the grade of the easterly curb line of Scotten avenue. at its intersection with the northerly curb line of Michigan avenue, is hereby changed and established at 114.77 feet.

That the grade of the westerly curb line of Scotten avenue, at its intersection with the northerly curb line of Michigan avenue, is hereby changed and established at 114.04 feet; that northerly from said last two points the grade of the easterly and westerly curb lines shall be a gradual ascent to points at right angles to a point in the center line of said Scotten avenue, 44 feet northerly from the intersection of said center line of Scotten avenue, and the northerly curb line of Michigan avenue, heretofore established at 115.72 feet.

Sec. 5. That the sidewalk grade on the northerly side of Michigan avenue. at the easterly end of circle on easterly side of Lovett avenue, is hereby changed and established at an elevation of 108.74 feet; that westerly from said point to the top of slope the sidewalk grade shall conform to the curb grade herein established. That easterly from said end of circle to the easterly line of the right-of-way of the