

business; that the Grand Trunk railway has consented to the vacation of said alley, which is attached to petition. Your committee can see no objection thereto, provided petitioners pay into the city treasury any expense that may have been incurred by the city in the matter of paving John R. street and Baltimore avenue in front thereof; also for the construction of crosswalks, sidewalks, curbing, etc., and upon the further provision that they file with the City Controller an agreement agreeing to waive grade separation damages to the extent of the value of the property so vacated by the city, which said value is to be fixed by the Board of Assessors, and we therefore offer the following resolution.

Respectfully submitted,
CHARLES W. BURTON,
JOHN HARPFER,
EDWARD J. KORTE,
W.M. P. KINGSLEY,
CHARLES H. WIEBER.

Accepted and on leave the following resolution was offered.
 By Ald. Burton:

Resolved, That the public alley lying in the block bounded by Woodward and Baltimore avenues, John R. street and the Grand Trunk right-of-way be and the same is hereby vacated, provided that Messrs. Brown & Brown file with the City Controller an agreement wherein they agree to waive, in the event of the separation of grades at John R. street, damages to the extent of the value of the property so vacated by the city, which said valuation is to be determined and fixed by the Board of Assessors; and further provided that Messrs. Brown & Brown pay into the city treasury any expense that may have been incurred by the city in the matter of paving John R. street and Baltimore avenue in front of said "L" alley; also whatever other expense may have been incurred by the city in the matter of constructing crosswalks, sidewalks, curbing, etc., within 20 days of the adoption of this resolution; otherwise this resolution shall be of no force or effect.

Adopted as follows:
 Yeas—Ald. Allan, Brozo, Burns, Burton, Ellis, Fisher, Freiwald, Gadde, Gibbons, Goeschel, Grindley, Gutman, Harpfer, Heineman, Jeffries, Keating, Kingsley, Koch, Korte, Moeller, Mohn, Ostrowski, Owen, Rose, Tossy, Vernon, Watson, Weibel, Wieber, Wing, Zink and the President—32.
 Nays—None.

FROM THE SAME.
 To the Honorable the Common Council:

Gentlemen—Your Committee on Street Openings to whom was referred the petition of Henry Cowle et al. for vacation of Hanover street and parts of alleys adjacent thereto, respectfully report that we have had the matter under consideration and find that petitioners are the owners of all the property lying on the north and south sides of Hanover street, lying east of Russell street; that said street and portions of the alleys running north and south therefrom are desired vacated by petitioners for the purpose of erecting a large lumber plant thereon; that your committee made a personal visit to the premises and after a most thorough investigation can see no objection to the grant-

ing of petitioner's request. Hanover street, 55 feet wide, is a cul-de-sac, and of no particular use except to the abutting property. It is not a connecting link with any other street either north or south thereof, but merely a local accommodation. The petitioners have secured the consent of all the surrounding property, the owners of which are indirectly interested. We therefore recommend, inasmuch as no objection has been raised, and the further fact that we believe that it will be beneficial to the city's interests to have the street vacated, that the request of petitioners be granted; provided the petitioners pay into the city treasury any expense there may have been incurred by the city in the matter of paving Russell street, curbing, cross walks, sidewalks, sewers, etc., as may be certified to by the City Engineer, and we, therefore, offer the following resolution.

Respectfully submitted,
CHARLES W. BURTON,
JOHN HARPFER,
EDWARD J. KORTE,
W.M. P. KINGSLEY,

Accepted and on leave the following resolution was offered:
 By Ald. Burton:

Resolved, That the street known as Hanover street, 55 feet wide, lying easterly of Russell street, also the 16-foot wide public alley lying south of Hanover street and extending southerly to the south lines of lots 65 and 107; also the 16-foot wide alley lying north of Hanover street and extending northerly to the northerly lines of lots 32 and 112, all in Green's sub. of lots 1, 2, 4 and 5 of the sub. of lots 5 and 6, quarter section 53, 10,000-acre tract, according to the plat of record in liber 8 of plats, page 69, be and the same are hereby vacated; provided, the petitioners pay into the city treasury whatever expense may have been incurred by the city in the matter of paving Russell street, furnishing curbing, laying sidewalks, cross walks, sewers, etc., as may be certified to by the City Engineer, within 30 days from the date of adoption hereof, otherwise this resolution shall be null and void.

Adopted as follows:
 Yeas—Ald. Allan, Brozo, Burns, Burton, Ellis, Fisher, Freiwald, Gadde, Gibbons, Goeschel, Grindley, Gutman, Harpfer, Heineman, Jeffries, Keating, Kingsley, Koch, Korte, Moeller, Mohn, Ostrowski, Owen, Rose, Tossy, Vernon, Watson, Weibel, Wieber, Wing, Zink, and the President—32.
 Nays—None.

Ordinances.

To the Honorable the Common Council:

Gentlemen—Your Committee on Ordinances, to whom was referred the ordinance presented by Ald. Ellis at a session held on the 24th ult. (J. C. C. p. 51) entitled "An ordinance changing the name of Lillian avenue to Concord avenue," respectfully report that we have had the same under consideration and find that while Lillian avenue is a continuation of Concord avenue, there is certain property lying between said streets which is the property of private individuals, and before said name is changed the committee are of the opinion that the street should be opened at said point. We therefore

recommend that the ordinance above referred to be indefinitely postponed.

Respectfully submitted,
ALBERT T. ALLAN,
JAMES VERNOR,
R. M. WATSON,
GODFREY FREIWALD,
JOHN WEIBEL.

Accepted and adopted.
 FROM THE SAME.

To the Honorable the Common Council:

Gentlemen—Your Committee on Ordinances, to whom was referred the ordinance presented by Ald. Moeller at a session held on the 21st ult. (J. C. C. p. 140) entitled, "An ordinance to regulate the position in streets of all poles used in connection with the running of street cars in the City of Detroit," respectfully report that we have had this matter under consideration and find that the ordinance was drafted to compel the Detroit United Railway to remove the poles located in the center of the grass plats on Warren avenue westerly of Eighteenth street. Your committee had a conference with Mr. Brooks, of the Detroit United Railway, and find that the space between the car body and the trolley pole is about one and one-half feet, which, if allowed to remain, is liable to result in accidents to passengers, who, as we all know, as a general rule are more or less careless in getting on and off street cars. To remove the trolley poles in Warren avenue, as contemplated by the ordinance referred to, would, we are informed, mean a span of 80 feet between the trolley poles upon the north and south side of the street, which plan, while the least expensive to the railway company, does not meet with their approval because of the tremendous weight the cross or guy wires would have to support and which weight would materially increase during winter weather because of the snow and sleet storms. The company suggests a remedy, which while more expensive to them, meets with the approval of your committee, and that is to shift the track now located in the grass plats within three feet of the trolley poles to the center of the plat, which will give a clearance of five feet between the outer edge of the line running board and the trolley poles. Your committee believe that this change, as suggested will not be more sightly than the span of wires the full width of the street but will also prevent probable delay in the service during stormy weather in that the feed wires will be suspended on a short span.

Your committee therefore recommend that the ordinance above referred to be indefinitely postponed and that permission be granted the Detroit United Railway to make the change suggested by them, shifting their tracks to the center of the grass plots as shown by the attached plans, which said work they are willing to do as soon as the frost is out of the ground; we therefore recommend the adoption of the following resolution.

Respectfully submitted,
ALBERT T. ALLAN,
JAMES VERNOR,
GODFREY FREIWALD,
R. M. WATSON,
JOHN WEIBEL.

Accepted, and on leave the following resolution was offered:
 By Ald. Allan:

Resolved, That the ordinance presented at a session held on the 21st ult. (J. C. C., p. 140) entitled "An ordinance to regulate the position in streets of all poles used in connection with the running of street cars in the City of Detroit," be indefinitely postponed, and be it further
 Resolved, That the Commissioner of Public Works be and he is hereby authorized and instructed to issue a permit to the Detroit United Railway to shift their tracks in Warren avenue west of Eighteenth street to the center of the grass plats as shown upon the attached plans.
 Laid on the table.

FROM THE SAME.

To the Honorable the Common Council:

Gentlemen—Your Committee on Ordinances, to whom was referred the ordinance entitled "An ordinance to amend section 10 of chapter 53 of the Revised Ordinances of 1904 relative to sidewalks" (approved June 13, 1903), respectfully report that we have had the same under consideration and after due deliberation feel satisfied that all sidewalks hereafter laid or constructed along the line of any paved or unpaved streets within the city limits should be laid or constructed with brick, stone flagging or with artificial stone, cement or concrete. The sooner such an ordinance is enacted the better it will be for the taxpayers of this city; that it will eventually eradicate the filing of claims against the city for damages sustained by individuals falling in some way or other upon alleged defective sidewalks. The cost of constructing stone or cement walks is but little greater than that of building plank sidewalks, and after once being laid the cost would be little, if anything, to maintain them, while, on the other hand, plank sidewalks have to be renewed about every five or six years. Your committee therefore recommend that while we are divided about the date that the ordinance should take effect, that the ordinance as presented at a session of the Common Council held on Jan. 31 (J. C. C., p. 74) be amended by adding the words "who shall establish grade line" after the word "works" in line 34 of section 10 and also by striking out the words "immediate effect" in line 2 of section 2 and insert in lieu thereof "Nov. 1, 1905," and that the ordinance as so amended be passed.

Respectfully submitted,
ALBERT T. ALLAN,
GODFREY FREIWALD,
R. M. WATSON,
JOHN WEIBEL.

Accepted.
 The ordinance was then placed on the order of third reading.

Third Reading of Ordinance.

The title to the ordinance was read a third time.

The ordinance was then read.
 Ald. Allan moved to amend section 10 by inserting after the word "works" in the 34th line the words "who shall establish grade line," which motion prevailed.

The ordinance was then laid on the table.