

By Councilman Ewald:
 Resolved, That the Department of Purchases and Supplies be and is hereby authorized and directed to purchase from the Clifford Coal Co. for the Department of Street Railways, on Requisition A-70664, 20 cars of Chestnut anthracite coal at \$11.25 per gross ton, and 10 cars of pea anthracite coal at \$7.50 per gross ton, f. o. b. mines.

Adopted as follows:
 Yeas—Councilmen Bradley, Castator, Ewald, Kronk, Littlefield, Vernor, Watson and the President Pro Tem—8.
 Nays—None.

From the Department of Purchases and Supplies.

To the Honorable the Common Council:
 Gentlemen—In response to our advertisement for proposals for purchasing from the Department of Street Railways 25 one-man safety cars, or any part thereof, in accordance with specifications and list on file in this office, bids were received from the following named, and opened October 18, 1923:

- F. B. Cutter Co. \$4,000 each
- Don M. Campbell, Ltd. ... 3,500 "
- Transit Equipment Co. ... 3,000 "
- Irving S. Van Loan Corp 2,750 "

The highest bid, namely, that of the F. B. Cutter Co., was based on the purchase of 14 cars only, and the writer recommends the acceptance of same.

The approval of your Honorable Body is requested.

Respectfully,
 GEORGE J. FINN,
 Commissioner.

By Councilman Ewald:
 Resolved, That the Department of Purchases and Supplies be and is hereby authorized and directed to enter into contract with the F. B. Cutter Co. for purchasing from the Department of Street Railways 25 one-man safety street cars at a price of \$4,000 each.

Adopted as follows:
 Yeas—Councilmen Bradley, Castator, Ewald, Kronk, Littlefield, Vernor, Watson, and the President Pro Tem.—8.
 Nays—None.

From Department of Street Railways

To the Honorable the Common Council:
 Gentlemen—After careful and thorough traffic check and consultation with the police traffic department, we wish to secure permission to place a single track on Library Avenue between Gratiot and John R and connection through John R into Broadway. The Police Department recommends the John R. connection rather than the one

through Grand River East. The use of either of these streets is satisfactory to the D. S. R.

We wish this permission for the purpose of splitting the Fourteenth Line between the east and west sides of the city—a project which will improve service in every way for the car riders on this line. We have been considering this matter for the past sixty days and have eliminated any other possible routings which would permit the splitting of the Fourteenth Line because, in attempting any of those, we would increase the load on other tracks injuring other lines.

rush hour we are operating a one-hour at the present time during the minute line in both directions through State Street across Woodward and this results in the retardation of traffic through this street as well as on Woodward. We believe the elimination of trolley car service on State Street, between Griswold and Library, will be to the advantage of everyone concerned.

If we are permitted to split this track on Library, the Fourteenth east side cars will come into Broadway from Adams, thence into Gratiot, thence into Library and back into Broadway through John R or Grand River, making a loop within a block of Woodward Avenue and obviating any hardship for passengers transferred to the west side Fourteenth Line which would loop around Capitol Park opposite the Miles Theater. We propose operating east side cars out of the Brush Car House and will hereafter be in a position to operate the Fourteenth Line on the east side with comparatively no dead mileage, the Ford factory being situated on the east Fourteenth Line. The extension of the Fourteenth Line on the west side, as far as Davison, by way of Woodward, has further complicated efficient operation of the Fourteenth and increased the necessity for splitting this line.

Our survey shows that we can guarantee a saving in dead mileage through the splitting of this line which will amount to \$49,000 per year, and with the standardization of equipment on certain sections of this line we can eliminate certain air stations increasing the saving by at least another \$6,000 per year—a total of \$55,000.

I wish to assure you there is nothing in this plan which will decrease service to the public or add any inconvenience. On the other hand the splitting of the line will permit the department to handle the rush hour crowd with greater dispatch and regularity.

This re-routing is the first of a large number of re-routing plans which we will present to you.

We also wish to say that if the permission sought in this letter is granted, any construction work required will be completed before December 1st; that is, if the approval is granted immediately.

BOARD OF STREET RAILWAY COMMISSIONERS.

By Ross Schram,
 Secretary.

By Councilman Littlefield:
 Resolved, That the proposed plan of the Department of Street Railways to construct a single track car line on Library avenue between Gratiot and John R and on John R from Library to Broadway, for the purpose of splitting the Fourteenth Line east and west of Woodward, be and the same is hereby approved.

Adopted as follows:
 Yeas—Councilmen Bradley Castator, Ewald, Kronk, Littlefield, Vernor, Watson and the President Pro Tem—8.
 Nays—None.

From the Board of Fire Commissioners.

To the Honorable the Common Council:

Gentlemen—We respectfully ask your Honorable Body for approval to purchase a parcel of land for an engine house site, 60 x 100, on the north side of Bayside avenue, between Saunders and Ormand, for the sum of \$2,500. The Commissioners have made a survey of the district involved, and find this is a reasonable figure. This is in the recently annexed Oakwood section and it is our desire to erect an engine house there without delay.

BOARD OF FIRE COMMISSIONERS.

Harry Brabyn,
 Secretary.

By Councilman Castator:
 Resolved, That the Board of Fire Commissioners be and it is hereby authorized and directed to purchase, for use as an engine house site, a parcel of land, 60 by 100 feet, on the north side of Bayside avenue between Saunders and Ormand avenues, at a price not to exceed \$2,500.

Adopted as follows:
 Yeas—Councilmen Bradley Castator, Ewald, Kronk, Littlefield, Vernor, Watson and the President Pro Tem—8.
 Nays—None.

From the Public Lighting Commission.

To the Honorable the Common Council:

Gentlemen—Referring to Accounts Receivable this department, City Controller's No. 35098, rendered Bruce E. Longworth in the amount of \$51.06 covering damages to pole, we beg to advise an offer of \$30.00 has been made by the Cadillac Automobile Insurance Company in

full settlement of the claim against their client.

The damaged pole was one which had been in service for a number of years, and a charge of only one-third of the value of the new pole was made, but no adjustment considered covering the labor and setting of new pole.

It is therefore, recommended to your Honorable Body that the offer be accepted.

In reference to our claim against August Balk, City Controller's No. 39540, we find upon investigation the pole was rotten and would have been replaced within a short time.

It is, therefore, recommended that a credit be issued in favor of this claimant, as follows:

Labor charge	\$10.00
One Pole	\$19.16
Less credit allowed for	
cull	4.00 15.16
	\$25.16

Plus 15% overhead charge

3.77

Total credit..... \$28.93

Awaiting result of your action on these matters, we remain
 Yours respectfully,
 PUBLIC LIGHTING COMMISSION.

John S. Foley,
 Secretary.
 General order for Wednesday Oct. 31.

From the City Plan Commission.

To the Honorable, the Common Council:

Gentlemen: We are returning, herewith, the petition of Wm. A. Snyder (9620) referred to this Commission by your Honorable Body, requesting that the name of Wyoming Avenue be changed to Snyder Road.

We wish to advise that Snyder Road was changed to Wyoming Avenue from Holden Avenue (Tireman) to the City Limits by Ordinance, on February 5, 1918. The street is generally known as Wyoming Avenue throughout the city, and the numerous plats which have come in along the line of this thoroughfare all show Wyoming Avenue.

We do not deem it good policy to again change the name of this street, as it would only lead to confusion and no appreciable good will result therefrom, and therefore recommend that the petition be denied.

Respectfully submitted,
 T. GLENN PHILLIPS,
 Consultant-Secretary.

General Order for Thursday, Nov.