

the Commerce Pattern Foundry & Machine Co., and the acceptance of same is recommended.

The approval of your Honorable Body is requested.

Respectfully,
STREET RAILWAY COMMISSION,
I. N. Merritt,
Acting Secretary.

From the Department of Street Railways.

July 1, 1924.

To the Honorable, the Common Council:

Gentlemen—In response to our advertisement for proposals for purchasing approximately 50 Ton Special Work Scrap from this Department, in accordance with specifications on file in this office, bids were received from the following named, and opened July 1st, 1924.

Gross Ton	
Charles Dreifus Co.	\$10.50
I. Gerson & Sons Co.	10.30
Grant Iron & Metal Co.	7.25

The prices quoted above are on the basis of f. o. b. cars, Detroit, Mich.

The highest bid was submitted by the Charles Dreifus Co., and the acceptance of same is recommended.

The approval of your Honorable Body is requested.

Respectfully,
STREET RAILWAY COMMISSION,
I. N. Merritt,
Acting Secretary.

By Councilman Nagel:

Resolved, That the Department of Street Railways be and is hereby authorized and directed to enter into contract with the following named persons or firms for furnishing the above mentioned Department with the material, equipment, etc., listed.

Westinghouse Electric & Mfg. Co., 500 14 ft. trolley poles, at \$3.92 each.

Service Coal Company, 4,000 tons No. 1 Chestnut Anthracite Coal, at \$8.85 gross tons for July, \$8.95 for August, \$9.05 for September and \$9.15 for October, shipments to be 1,000 tons each month.

Commerce Pattern Foundry & Machine Company, 50 lock boxes, at \$18.95 each.

Resolved, That the Department of Street Railways be and is hereby authorized and directed to enter into contract with the Charles Dreifus Company, for purchasing from the Department of Street Railway 50 tons special work scrap at \$10.50 gross ton.

Adopted as follows:

Yeas—Councilmen Bradley, Broderick, Castator, Dingeman, Murphy, Nagel and the President Pro Tem—7.

Nays—None.

From the Public Lighting Commission.

July 1, 1924.

To the Honorable the Common Council:

Gentlemen—Referring to Accounts Receivable, City Controller's No. 27141, in the amount of \$104.78, rendered Edward Richardson, covering cost of replacing lamp post at Dix avenue and West Grand Boulevard, beg to advise that the Public Lighting Commission at a meeting held Thursday, June 26th, adopted a resolution recommending to your Honorable Body that the claim be cancelled.

The recommendation is based on the fact that Joseph D. Merritt, a witness to the accident, first blamed Mr. Richardson, but later absolved him, stating that he was in error when he placed the blame upon the claimant.

Awaiting receipt of your action, we remain,

Yours respectfully,
PUBLIC LIGHTING COMMISSION
John S. Foley,
Secretary.

By Councilman Nagel:

Resolved, That the City Controller be and is hereby authorized and directed to cancel Accounts Receivable Controller's No. 27141, issued by the Public Lighting Commission against Edward Richardson, in amount \$104.78, for the reason that same was issued in error.

Adopted as follows:

Yeas—Councilmen Bradley, Broderick, Castator, Dingeman, Murphy, Nagel and the President Pro Tem—7.

Nays—None.

From the Board of Fire Commissioners.

July 1, 1924.

To the Honorable the Common Council:

Gentlemen—The following communication has been forwarded to the Board from Captain Marks, of Engine Company No. 43, Davison and Goddard Avenues:

"I respectfully recommend that Conant Avenue be paved from the north side of Davison Avenue to the Seven Mile Road, as it is in very bad condition at present and in the spring and fall of the year it is almost impossible to get through in case of fire. Companies are delayed in getting to work on fires as we are unable to travel more than five to ten miles per hour. This is the only thoroughfare that is open between Dequindre and the Ryan Road. The distance from Ryan Road to Conant Ave. being one mile, and on Nevada Ave., from Ryan Road to Conant Ave. is one-half mile. This is the only thoroughfare to the new section north of the Six Mile Road, which is being built up rapidly east

and west of Conant Ave. To give the people in that vicinity good fire protection it is necessary to have Conant Ave. paved."

The Board respectfully requests that your Honorable Body give serious consideration to the paving of this street in the interest of better fire protection.

Yours very truly,
HARRY BRABYN,
Secretary.

General order for Thursday, July 10.

From the Board of Fire Commissioners.

July 8, 1924.

To the Honorable the Common Council:

Gentlemen—In compliance with the request of the Controller's Office, we respectfully ask your Honorable Body to sanction our laborers' pay roll as follows:

Laborers—High Pressure Extensions at 63 cents hour.

Water Boy—High Pressure Extensions at \$1.50 day.

Bricklayers—High Pressure Extensions at \$1.35 hour.

Laborers—High Pressure Extensions at 50 cents hour.

Laborers—Building Bureau at 60 cents hour.

Carpenter—Building Bureau at 85 cents hour.

Respectfully,
HARRY BRABYN,
Secretary.

By Councilman Bradley:

Resolved, that the laborers' pay roll as embodied in the foregoing communication from the Board of Fire Commissioners, be and the same is hereby approved.

Adopted as follows:

Yeas—Councilmen Bradley, Broderick, Castator, Dingeman, Murphy, Nagel and the President Pro Tem—7.

Nays—None.

From the City Plan Commission.

July 2, 1924.

To the Honorable the Common Council:

Gentlemen—The City Plan Commission has considered the petition of the Village of Grosse Pointe Park (2592) referred to us by your Honorable Body in which they advise that the Village Council has changed the name of Lake Shore Drive in the Windmill Pointe Subdivision to Windmill Pointe Drive. They state that the change was made because of the fact that Lake Shore Drive in the Village of Grosse Pointe Park is not a continuation of Lake Shore Drive, which starts at the Fisher Road in Grosse Pointe Farms, and this fact has caused a great deal of confusion. They suggest that the small portion of this street lying in the City of Detroit east of Alter Road be changed to

Windmill Pointe Drive to conform with the street name in the Village.

The City Plan Commission believes that confusion will result if the name is not changed. Inasmuch as the change will affect a street only 200 feet long, we recommend that the petition be granted, namely, that Lake Shore Drive in the Windmill Pointe Subdivision between Alter Road and the City Limits be changed to Windmill Pointe Drive.

Respectfully submitted,
WALTER H. BLUCHER,
Secretary.

General order for Thursday, July 10.

From the City Plan Commission.

July 2, 1924.

To the Honorable the Common Council:

Gentlemen—The City Plan Commission has considered the petition of Eli Mettetal (2693) referred to this Commission by your Honorable Body in which Mr. Mettetal protests against the changing of the name of Mettetal avenue to St. Mary's avenue.

Your petitioner states that the Mettetal family has resided in the northwest section of Detroit since 1835, and that said street was named in memory of petitioner's father.

Upon investigating the matter we learned that 5,009 feet of the street was represented by the name Mettetal avenue, while only 1,950 feet was called St. Mary's avenue.

The City Plan Commission believes it desirable to retain the names of streets in this City which represent early settlers in Detroit.

Inasmuch as the greater portion of the street was originally called Mettetal avenue, we recommend that the petition be granted, and that the name of St. Mary's avenue be changed to Mettetal avenue.

Respectfully submitted,
WALTER H. BLUCHER,
Secretary.

General order for Thursday, July 10.

From the City Plan Commission.

July 8, 1924.

To the Honorable the Common Council:

Gentlemen—In considering a plan for the laying of sidewalks on Thomas Avenue west of Linwood Avenue, the Commission arrived at the conclusion that it would be desirable to widen Thomas Avenue at Linwood by acquiring Lot 5 on the west side of Linwood Avenue. The acquisition of this lot will make the street uniform, and allow sidewalks to be laid in a uniform manner on both sides of the street.

The property affected is owned by the Catholic Diocese of Detroit,