

sengers by reason of using a different type of structure or equipment. As would be the case if any other than the standard subway or elevated construction were used.

With underground construction in the built-up sections, both local and express tracks may be placed in the same street. While it is not impossible, it is highly undesirable to put a four-track elevated structure in a business street, and in the view of the Commission, it is equally undesirable to separate the local and express service, as would be necessary otherwise.

The Commission has therefore decided on the adoption of surface rapid transit in the outlying districts where right of way can now be made available, and for underground construction within the built-up portion of the city, using elevated structures only where physical and economic conditions dictate such use.

The Commission arrived at this conclusion after a careful study of all types of elevated railways in operation here and in Europe. Among those types the monorail lines, existing and proposed were included. There are two monorail lines in operation; one in Ireland, of a type where the weight of the car and passengers is balanced on either side of the rail, the car just clearing the ground; one in Germany, connecting the industrial towns of Barmen and Elberfeld, of the free suspended type, the structure carrying the car being at a height sufficiently above the ground to clear the traffic. This system has been in operation since 1901 and repeated attempts have been made to secure its adoption in Berlin without success.

There are no monorailways in operation in the United States. Some years ago such a system was constructed and operated in New York for a short time, but it proved unsuccessful and was subsequently abandoned. Two incomplete designs have been submitted to the Commission in Detroit, both of the same general type, one being the design of the Michigan Elevated Railway Company. Neither have been fully developed even in design, but both differ widely from the German design.

The Commission has made surface rapid transit the keynote of its plan. By so doing, it will effect a saving of millions of dollars in future construction and at the same time offer a means of handling and controlling the motor traffic expansion of the future at a reasonable cost. It considers this feature too valuable in the interest of the community to justify abandoning it

for any other type or for an un-demonstrated possibility.

Finally the Commission does not feel warranted in considering for Detroit any type of transportation not fully developed and proven in operation.

Respectfully,
SIDNEY D. WALDON,
Chairman,
RAPID TRANSIT COMMISSION.
Accepted and placed on file.

From the City Plan Commission.

To the Honorable the Common Council:

Gentlemen—This commission has again considered the proposed opening of Fort Street from Meldrum to Beaufait Avenue as recommended to your Honorable Body, Nov. 3, 1920.

This opening was considered in connection with the opening of Congress by the Commission, and we recently sent a letter to every property owner on Jefferson Court, which runs from Jefferson in a northerly direction between Meldrum and Beaufait Avenues, ending at the proposed line of Fort Street, with no opening. All answers received to our communications were in favor of the opening of Fort Street, as shown on our plan.

The Commission re-affirms its previous recommendation, namely, that the street be opened to provide an outlet for the owners of property on Jefferson Court.

Respectfully submitted,
T. GLENN PHILLIPS,
Consultant-Secretary.
General order for Monday, Feb. 25.

From the Detroit House of Correction.

To the Honorable the Common Council:

Gentlemen—Will you please direct the City Controller to honor our special pay-roll in the sum of \$70.00, charge to Appropriation 2-A Salaries, so that we may reimburse our engineers for working on their re-leave days from January 14th to February 14th inclusive, as follows:

Engineer 3 days at \$2,400.00	per year	\$20.00
Assistant Engineer 5 days at \$1,800.00	per year	25.00
Night Engineer 5 days at \$1,800.00	per year	25.00

Total \$70.00
No transfer of funds is necessary as there is a surplus in this account due to an unfilled position for a Machinist.

Yours very truly,
THE DETROIT HOUSE OF
CORRECTION,
EDW. DENNISTON,
Superintendent.

General order for Tuesday, Feb. 26.

From the Clerk.

That he presented such portion of the proceedings of the last regular session as is required by the Charter to be so presented to His Honor the Acting Mayor for approval, on the 18, inst. and that they were approved on the 19, inst.

Placed on file.
Also, an ordinance entitled "An ordinance changing the names of Dawson Ave, Cranquille avenue, Frass avenue, Dolan avenue, and Second Boulevard to Gunston Ave., Barrett Ave. and Second Avenue.
Approved on the 19th, inst.

From the Clerk.

To the Honorable, the Common Council:

Gentlemen—I beg to advise your Honorable Body that the official bonds of Charles S. Davis, Henry A. Neis and Arthur G. Terry, Constables, the bond of Hudson Motor Car Co. covering trolley beam and agreement and waiver of F. C. Ortman, et al., filed in connection with vacation of alley, have been filed in my office. Said papers having been approved by the Corporation Counsel, resolution approving same is attached.

Respectfully submitted,
RICHARD LINDSAY,
City Clerk.

By Councilman Broderick:

Resolved, that the official bonds of Charles S. Davis, elected constable of the 18th ward Nov. 6, 1923 and of Henry A. Neis and Arthur G. Terry, appointed constables of the 22nd ward Feb. 13, 1924, the bond of Hudson Motor Car Co. filed pursuant to resolution adopted Feb. 5, 1924, authorizing construction of trolley beam in Algonquin Ave. and waiver and agreement of F. C. Ortman, et al., filed in connection with resolution adopted Feb. 5, 1924, vacating alley west of Cloverdale ave., be and the same are hereby accepted and approved.

Adopted as follows:
Yeas—Councilmen Broderick, Castator, Dingeman, Murphy, Nagel, Stevenson and the President Pro Tem—7.
Nays—None.

From the Clerk.

To the Honorable, the Common Council:

Gentlemen—I beg to inform you that I am in receipt of the following petitions since the last session, and recommend their reference to the general order, as follows:

Respectfully submitted,
RICHARD LINDSAY,
City Clerk.

GENERAL ORDER FOR MONDAY

- 598—F. C. Eisenach, plat of Albert G. Martin's sub.
- 599—Fredk. Colman & Sons, protesting opening of Bryden ave.
- 600—Goebel & Francis Co., re city owned property on State st.
- 601—Stroh Products Co., requesting building permit.

GENERAL ORDER FOR WEDNESDAY

- 602—Bessie Keel, re treatment accorded Fred Northrop.
- 603—Wilhelmine Peterson, et al., protesting opening of Bewick ave.
- 604—Edward Knapp, et al, re working hours of school bus drivers.
- 605—Electric Automatic Advertising Co., re amendment to building code covering roof signs.
- 606—Agnes Dubiel, to complete building as started on Keller ave.

GENERAL ORDER FOR THURSDAY

- 607—General Cigar Co., re ordinance regulating news-stands.
- 608—Myrtle W. Peterson, cancellation general taxes, property taken in condemnation.
- 609—Walkerville & Detroit Ferry Co., to extend dock at foot of Jos. Campau ave.

REFERRED TO DEPARTMENT OF PUBLIC WORKS

- 610—Virgin & Mitchell, to cut curb, Charlevoix and Dickerson.
- 611—American Butter & Cheese Co., to cut curb, 3501 Twelfth.
- 612—Anthony Bruno, to erect canopy over sidewalk, 7327 E. Jefferson.
- 613—First New Thought Church, signs on Columbia at Woodward and Witherall.
- 614—Dept. of Street Rys., to place booth, between walk and curb, on Chene st.
- 615—Arthur Plesum, to install guard to protect stone-work.
- 616—Thos. Hannan, to move curb gasoline pump.
- 617—Mrs. Frederick White, to force pave Byron, Virginia Park to Pingree.
- 618—Robert Oakman, cancellation and refund of sewer tax.
- 619—A. P. Rasmussen, et al, to pave Ironwood, Oregon to Fernwood.
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