

ing based on reduction of \$160 on land.

James F. Murphy, \$14.27, being a refund on Lot 116, Cap 226, Ward 20, Folio 300, Line 21, said refund being based on reduction of \$700 on land.

Frank Grodecks, \$237.46, being a refund on Lot 179 and E. 520 ft. of 178, Cap No. 372, Ward 20, Folio 305, Line 37, said refund being based on reduction of \$1,650 on land and \$10,000 on building. Total reduction \$11,650.

Adopted as follows:

Yeas—Councilmen Bradley, Broderick, Castator, Dingeman, Ewald, Nagel, Stevenson and the President

—8.

Nays—None.

From the Department of Water Supply.

October 31, 1925.

To the Honorable, the Common Council:

Gentlemen—Under the authority of Act. No. 34, Public Acts of the State of Michigan, 1917, and an Ordinance approved by your Honorable Body, August 2, 1920, the Board of Water Commissioners has entered into and executed contracts with the Villages of Halfway and Melvindale for furnishing said Villages with water. The Board respectfully asks your approval of the same.

Respectfully submitted,
H. S. STARKEY,
Secretary.

By Councilman Broderick:

Resolved, That the contracts entered into by the Board of Water Commissioners with the Villages of Halfway and Melvindale for furnishing said Villages with water be and the same are hereby approved and confirmed.

Adopted as follows:

Yeas—Councilmen Bradley, Broderick, Castator, Dingeman, Ewald, Nagel, Stevenson and the President

—8.

Nays—None.

From the City Plan Commission.

October 30, 1925.

To the Honorable, the Common Council:

Gentlemen—In response to your request of September 10th, a Committee representing the undersigned Commissions met with the officials of the Michigan Central and discussed the possibility of giving up to the public use of the private roadway adjoining the present Vernor Highway roadway at the undercrossing of the Michigan Central by that avenue.

It was the expectation that the express and baggage business which is now handled in the private subway could be readily diverted to Newark street. The Michigan Central is opposed to such diversion, their position being that such a change would not be desirable either in the interest of the public or of the railroad and might be expected to add to the cost of express and baggage delivery. The creation of a private subway to the east of the existing private subway is not feasible (according to the Railroad) in view of the arrangement of the station and facilities.

It is feasible to create an additional 40 feet of roadway to the west of the existing public way. This will require the removal of a part of a building owned by the Michigan Central and will shorten their coach tracks, but it is the solution that will, according to the Railroad, interfere least with existing and desired station arrangements and at the same time afford the increased capacity desired for the public way.

In view of the above, we recommend that the Grade Separation Engineer be asked to prepare an estimate of the cost of widening the subway 40 feet on the west side, after which further consideration may be given to the desirability of carrying out the improvement in this manner.

Respectfully submitted,
CITY PLAN COMMISSION,
By Walter H. Blucher.
RAPID TRANSIT COMMISSION,
By Sidney D. Waldon.

General order for Wednesday,
Nov. 18.

From the City Plan Commission.

October 31, 1925.

To the Honorable, the Common Council:

Gentlemen—The City Plan Commission has considered the petition of Jack Rosen, et al, referred to us by your Honorable Body, requesting that Girardin Avenue be opened from its present terminus to Georgia Avenue, also the petitions of Wm. L. Stine, et al, (10435), and John Butchko, et al, (10436), requesting that the alleys be opened in the vicinity of Girardin Avenue.

We have given careful consideration to these petitions, and find that the property affected is at present undeveloped. The opening of Girardin Avenue, and the opening of the alleys, as requested, should therefore be accomplished at small cost. The City Plan Commission therefore recommends that Girardin Avenue be opened from its

present terminus to Georgia Avenue, and the alley first north of Debuell Avenue be widened, and that the alley first west of Sherwood Avenue be widened, as is shown on the attached blueprints, Plan Nos. 551-1 and 310-44.

Respectfully submitted,
WALTER H. BLUCHER,
Secretary.

General order for Monday, November 9.

From the City Plan Commission.

October 31, 1925.

To the Honorable the Common Council,

Gentlemen: As requested by your Honorable Body, the City Plan Commission has conferred with the De La Salle Collegiate with a view to obtaining a 6-foot strip of land along the easterly end of their property between Glenfield and Flanders Avenues. A communication from that body containing the following clause will be found self-explanatory:

"Resolved, that the De La Salle Collegiate dedicate to the City of Detroit the easterly six feet of its property located between Glenfield and Flanders Avenue, provided that assurance is received from your body, as well as the Honorable, the Common Council, that Wilfred Street will not be opened, or extended into our property, (as per request of the Common Council as per our letter of May 5th, 1925, copy of which is enclosed), and also, that the De La Salle Collegiate will not be assessed for any improvements in the opening of the new street."

If the north and south street is opened at the terminus of Wilfred Avenue, as is shown on the attached plan, we do not believe that it will ever be necessary to extend said street to Connors Avenue.

In view of the above, we recommend that the De La Salle Collegiate be given the assurance requested in their communication.

Respectfully submitted,
WALTER H. BLUCHER,
Secretary.

General order for Monday, Nov. 9.

From the City Plan Commission.

October 31, 1925.

To the Honorable the Common Council,

Gentlemen: As requested by your Honorable Body, we have prepared a plan showing the property already dedicated, or to be dedicated for the Western Drive between Mill Road and River Rouge Park.

At the time the plan was first

submitted to your Honorable Body, the land on the south side of Cathedral Avenue between Milton and Gilbert Avenues was to be resubdivided to provide for this Drive. This has not been done. We were also advised that the owners of property on the east side of Milton Avenue between West Chicago and Priscilla Avenues were obtaining dedications. We have recently been orally advised that they have accomplished nothing so far. The property shown in red must therefore be acquired to make the Drive of proper width.

We wish to call your attention to the fact that when this plan was first considered by your Honorable Body, it was decided that any cost incurred in condemning the property was to be assessed back upon the abutting property 100 per cent.

Respectfully submitted,
WALTER H. BLUCHER,
Secretary.

General order for Monday, Nov. 9.

From the City Plan Commission.

October 31, 1925.

To the Honorable, the Common Council:

Gentlemen—Attached hereto is a list of proposed street name changes made necessary through duplications in existing names. This list of changes also takes care of Gilbert Street, as mentioned in the petition of Mrs. G. W. Leitzell, and of Willis Avenue, as mentioned in the petition of Morse L. Hume (9613). We have not given the streets the names requested in the two petitions, because there were already controlling streets from the north.

We are also returning the petition of Anthony Frank (9773), requesting that Norlina Avenue be changed to Ingleside, Tacoma, or Hackett Avenue. No good reason is given for the change, and we do not believe it advisable to change street names unless there is a duplication or confusion exists through similarity of names. We, therefore, recommend that this last named petition be denied.

Respectfully submitted,
WALTER H. BLUCHER,
Secretary.

STREET NAME CHANGES.

Old name, Town Line Rd., from Paul to Cerritos; new name, Greenfield.

Old name, Division, from W. Chicago Blvd. to N. Line Frishkorn's Warren Grand Sub.; new name, Greenfield.

Old name, Nicholson, from Paul to P. M. R. R.; new name, Tucker.