

City Line to N. L. Palmer Mill Sub-division, changed to Harlow.

Woodrow avenue, from S. L. Milledale No. 1 to Outer drive, changed to Harlow.

Woodrow, from Seven-Mile road to Barnum, changed to Harlow.

Woodrow, from Bell Branch to Milford, changed to Florence avenue.

Woodside, from Plymouth to Byron avenue, changed to Freeland.

Woodstock, from Harrison to Avon, changed to Scarsdale.

Yates, from Franklin to Auburn, changed to Glendale.

Yates, from Evergreen to W. L. Brightmoor Rigoulot Subdivision, changed to Glendale.

Yates, from Newton to Park drive, changed to Glendale.

Yates, from Lahser road to Howard, changed to Glendale.

Yates, from Grand avenue to City Line, changed to Glendale.

Read twice by title, ordered printed and laid on the table.

From the Corporation Counsel.

June 29, 1926.

Honorable Common Council:

Gentlemen—The following employees of the City of Detroit were injured while in the course of their employment:

Antonia Engardia, employe Department of Water Supply.

James Serra, employe Department Street Railways.

Adam Bodvesel, employe Department Street Railways.

George N. Snow, employe Department Street Railways.

Under the terms of the Michigan Workmen's Compensation Law, the employer shall pay the injured employe at the rate of sixty per cent of his average weekly wages, not to exceed \$14.00 per week, nor more than five hundred weeks from the date of the injury. To the end that the above be paid, I suggest the adoption of the following resolution.

Respectfully submitted,

JAMES R. WALSH,

Assistant Corporation Counsel.

By Councilman Littlefield:

Resolved, that the Controllor be and he is hereby instructed to draw his warrant upon the proper fund in favor of Antonio Engardia, employe Department of Water Supply, James Serra, Adam Bodvesel and George N. Snow, employes Department of Street Railways, at the rate of sixty per cent of their average weekly wages, not to exceed \$14 per week, said sum to be paid during the period of disability not to exceed five hundred weeks from the date of the injury.

Adopted as follows:

Yeas—Councilmen Bradley, Calahan, Dingeman, Ewald, Littlefield, Stevenson, and the President Pro Tem—7.

Nays—None.

From the City Treasurer.

June 29, 1926.

To the Honorable, the Common Council:

Gentlemen—The following checks issued by the City of Detroit in payment of services rendered have been lost by the people to whom issued and payment stopped on them. I would respectfully recommend that I be directed to issue duplicates.

Check No. 50667—\$50.00—Tressa B. Hennessey, dated 5-29-26.

Check No. 16770—\$33.60—Fred Pouting, dated 4-17-26.

Check No. 154869—\$40.16—Abraham Harris, dated 1-9-26.

Respectfully,
GUY L. INGALLS,
City Treasurer.

Accepted and recommendation concurred in as follows:

Yeas—Councilmen Bradley, Calahan, Dingeman, Ewald, Littlefield, Stevenson, and the President Pro Tem—7.

Nays—None.

From the Department of Public Works.

June 29, 1926.

To the Honorable, the Common Council:

Gentlemen—In the sale of buildings, as authorized by your Honorable Body on June 15th, there is involved a building at 911 West High Street. I am advised by the City Treasurer that he has repeatedly offered this building for sale and received no bids; he recommends that it be torn down, if possible.

The present use of the building is a detriment to the community and the city at large, and if your Honorable Body will authorize the Department to remove the building the work will be done as promptly as practicable.

Very truly yours,

JOHN W. REID,
Commissioner.

By Councilman Ewald:

Resolved, That the Department of Public Works be and is hereby authorized and directed to proceed with the removal of the building at 911 West High street acquired by the city in condemnation proceedings.

Adopted as follows:

Yeas—Councilmen Bradley, Cal-

lahan, Dingeman, Ewald, Littlefield, Stevenson and the President Pro Tem—7.

Nays—None.

From the Department of Public Works.

June 29, 1926.

To the Honorable the Common Council:

Gentlemen—We are handing you one copy of agreement between the D. G. H. & M. Railway and the City of Detroit, covering modified 1926 Dequindre Street Grade Separation program, and wish you would have same printed in the Common Council proceedings.

Very truly yours,
L. H. ECHLIN,
Secretary.

Agreement, Made this 30th day of April, 1926, by and between the City of Detroit (hereinafter called "the City"), for itself and its Board of Street Railway Commissioners (hereinafter called "the Street Railway"), first party, and the Detroit Grand Haven & Milwaukee Railway Company (hereinafter called "the Railway Company"), second party.

WITNESSETH:

Whereas, The Railway Company is engaged in the separation of grades between intersecting streets and its right of way and tracks along its Dequindre Line, so-called, under contract, dated January 16, 1923, between the parties hereto, under which contract it is required to prosecute and complete such separation "at the rate of not less than two streets each year, . . . in the consecutive order of said streets,"

And, Whereas, The two streets that it would, except for the arrangement hereinafter set forth, complete during the year 1926, are Clinton and Mullett Streets, but the City, in order to obtain rehabilitation of street railway service on Catherine and Sherman Streets during the year 1926 (such service on Catherine Street being now suspended), has requested the Railway Company to complete such separation at those streets during said year 1926, deferring completion of the separations at Clinton and Mullett Streets until after 1926 and after such completion at Catherine and Sherman Streets.

And, Whereas, It is understood that compliance with the City's request will involve a considerably greater expenditure of money than would be required of the Railway Company during 1926 if such request were not granted, and the City has agreed to advance to the Railway Company its proportion of said additional expenditure to be

repaid by it, without interest, by applying the same against the City's proportion of expense under said contract for work to be done during the year 1927 and subsequent years until the same is thus fully repaid.

And, Whereas, Compliance with said request will require the Railway Company to acquire the necessary additional land for such grade separation between Antietam and Jay Streets, beyond its otherwise necessary requirements for 1926 work, and the City has agreed that the cost of such land shall be considered and treated as part of the additional expense to be incurred by the Railway Company in complying with its said request.

Now, Therefore, It is agreed as follows:

1. It is understood and agreed that the Railway Company shall prosecute and complete the separation of grades pursuant to said contract dated January 16, 1923, at Catherine and Sherman Streets during the year 1926, including the doing of the necessary preliminary work southerly of Jay Street, and that the completion of the separation of grades at Clinton and Mullett Streets shall be deferred until after 1926 and until such separations at Catherine and Sherman streets shall be completed.

2. It is understood and agreed that the City will pay to the Railway Company its full proportion of such additional cost, and that it will advance to the Railway Company its proportion of the additional expenditure, over and above what the Railway Company would be required to expend during the year 1926, in completing such separations at Clinton and Mullett Streets, including the cost of necessary additional land between Antietam and Jay Streets, and that such advancements shall be repaid by the Railway Company to the City, without interest, by applying the same against the City's proportion of expense for work to be done under said contract during the year 1927 and subsequent years, until the same has been fully repaid. Advancements by the City hereunder, and payment of its proportion of cost hereunder, shall be made on monthly bills rendered by the Railway Company covering the cost to it for the preceding month of such additional expenditures, including acquisition of land between Antietam and Jay Streets, the City to pay such monthly bills within thirty days from the date of rendition, together with interest at the rate of five per cent (5%) per annum, starting fifteen days after such rendition until paid; the City to have access to all the Railway Company's records pertaining to such work for