

Miscellaneous Electric Revenue .....	104,567.81
<b>Total Electric Revenue .....</b>	<b>\$53,060,593.30</b>
Steam .....	2,757,929.27
Gas .....	398,973.77
Miscellaneous .....	10,221.44
<b>Total Operating Revenue</b> .....	<b>\$56,207,274.90</b>
<b>Non-Operating Revenue</b> .....	<b>65,512.20</b>
<b>Total Operating and Non-Operating Revenue .....</b>	<b>\$56,272,787.10</b>
<b>Operating and Non-Operating Expenses (All Operating and Maintenance Charges, Reserves and Taxes).....</b>	<b>36,933,499.53</b>
<b>Gross Corporate Income</b> .....	<b>\$19,339,287.57</b>
<b>Deductions from Gross Corporate Income:</b>	
Interest on Funded and Unfunded Debt .....	5,372,994.28
Amortization of Discount and Expense .....	313,698.03
Miscellaneous Deductions .....	33,640.00
<b>Total Deductions .....</b>	<b>\$ 5,720,332.31</b>
<b>Net Income .....</b>	<b>\$13,618,955.26</b>
Accepted and placed on file.	

From the Corporation Counsel  
October 20, 1930.

To the Honorable, the Common Council.

Gentlemen—In accordance with your resolution of September 30, 1930 (J. C. C. pp. 2545-2546), we are enclosing herewith proposed ordinance covering street name changes.

Very truly yours,  
CLARENCE E. WILCOX,  
Corporation Counsel.

By Councilman Ewald:

AN ORDINANCE changing the names of certain streets, correcting the spelling of certain streets and providing names for two new streets.

IT IS HEREBY ORDAINED BY THE PEOPLE OF THE CITY OF DETROIT:

- Section 1. That the names of
- 2 the following streets and highways
  - 3 be and the same are hereby changed
  - 4 and shall hereafter be known as:
  - 5 Beverly Crescent from the south
  - 6 line of Lot 1231 of San Bernado
  - 7 Park sub. No. 3 to Northwestern
  - 8 Highway, changed to Oxley Ave-
  - 9 nue.
  - 10 Evans Avenue, from Greenfield
  - 11 Avenue to E. line of Evans Indus-
  - 12 trial subdivision, changed to Cas-
  - 13 tleton Avenue.
  - 14 Lake Shore Drive, from Alter
  - 15 Road to Easterly City Limits,
  - 16 changed to Windmill Pointe Drive.

- 17 Audubon Road, from Mack Ave-
- 18 nue to north line of Grosse Pointe
- 19 Manor Subdivision, changed to Au-
- 20 dubon Avenue.
- 21 Balfour Avenue, from Berksh-
- 22 Road to northeast line of Seven
- 23 Mile Cadieux Road Subdivision No.
- 24 9, changed to Balfour Road.
- 25 Balfour Avenue, from southwest
- 26 line of Park Drive Subdivision No.
- 27 4 to City Limits, changed to Bal-
- 28 four Road.
- 29 Bishop Avenue, from Harper Ave-
- 30 nue to McKinney Avenue, changed
- 31 to Bishop Road.
- 32 Grayton Road, from Mack Ave-
- 33 nue to north line of Volkenning
- 34 Overfield & Lyons Subdivision,
- 35 changed to Grayton Avenue.
- 36 Haverhill Avenue, from McKin-
- 37 ney Avenue to Kelly Road, changed
- 38 to Haverhill Road.
- 39 Neff Street or Avenue, from Mack
- 40 Avenue to Harper Avenue, changed
- 41 to Neff Road.
- 42 Nottingham Avenue, from Har-
- 43 per Avenue to northeast line of
- 44 Seven Mile Cadieux Road subdivi-
- 45 sion No. 9, changed to Notting-
- 46 ham Road.
- 47 Somerset Avenue, from Harper
- 48 Avenue to northeast line of Seven
- 49 Mile Cadieux Road Subdivision No.
- 50 9, changed to Somerset Road.
- 51 Somerset Avenue, from south-
- 52 west line of Park Drive Subdivi-
- 53 sion No. 4 to Seven Mile Road,
- 54 changed to Somerset Road.
- 55 Derby Boulevard, from State
- 56 Avenue to Eight Mile Road,
- 57 changed to Derby Avenue.
- 58 July Avenue, from alley south
- 59 of Loretto Avenue to Filbert Ave-
- 60 nue, changed to Coplin Avenue.
- 61 June Avenue, from Flanders Ave-
- 62 nue to Loretto Avenue, changed to
- 63 Newport Avenue.
- 64 Palmer Boulevard, from west line
- 65 of Wilson Paul and Farley's Health-
- 66 ville Park Subdivision to Six Mile
- 67 Road, changed to Jerome Avenue.

Sec. 2. That the spelling of the

- 1 names of the following streets and
- 2 highways in the City of Detroit
- 3 hereby changed to and shall here-
- 4 after be known as:

- 5 Audobon Avenue, from north
- 6 line of Grosse Pointe Manor Sub-
- 7 division to King Richard Ave-
- 8 nue, changed to Audubon Avenue.
- 9 Chatam Avenue, from Warren
- 10 Avenue to north line of Frisch-
- 11 korn's Park view Subdivision,
- 12 changed to Chatham Avenue.
- 13 Chatam Avenue, from West Cal-
- 14 cago Avenue to north line of Ken-
- 15 Jock-Ety Subdivision, changed to
- 16 Chatham Avenue.
- 17 Lansdowne Avenue, from Whit-
- 18 tier Avenue to Grayton Avenue,
- 19 nue, changed to Lansdowne Ave-
- 20 nue.

Sec. 3. That the following

- 2 streets and highways, heretofore
- 3 unnamed, be and the same shall
- 4 hereafter be known as:

- 5 A street approximately 40 feet
- 6 wide lying northerly of and ad-
- 7 joining the southerly line of W. T.
- 8 Hurd's Subdivision and lying south
- 9 of McGraw Avenue, between Liver-
- 10 nois Avenue and Military Avenue,
- 11 to be known as Ironside Street.
- 12 A street lying easterly of and ad-
- 13 joining Roosevelt Field, between
- 14 the alley north of Calvert Avenue
- 15 and Tuxedo Avenue, to be known
- 16 as LaSalle Avenue.

Sec. 4. All ordinances inconsis-  
tent herewith are hereby repealed.  
Read twice by title, ordered printed  
and laid on the table.

From the Corporation Counsel  
October 20, 1930.

To the Honorable, the Common Council:

Gentlemen—Herewith is attached a copy of an opinion written to the Controller's Office October 17, 1930, which answers your query as to the legality of utilizing the consideration from the sale of part of the fire department training school site for the purpose of remodeling the present building.

Very truly yours,  
PAUL T. DWYER,  
Asst. Corporation Counsel.

October 17, 1930.

Mr. W. J. Curran, Budget Director,  
Office of the Controller.

Dear Sir:

Replying to yours of October 15, 1930, in which you ask whether the appropriation by the Common Council of \$48,945.93 derived from the sale of a part of fire department training school site for the purpose of constructing fence, paving the yard and remodeling the present building to provide additional quarters, is in contravention to Section 15, Chapter V, Title V, pages 183-184 of the Detroit City Charter.

The cost of the building and site referred to was provided by bond issue as authorized in the 1929-1930 budget. It is our opinion that the appropriation is a proper one and is not in conflict with Section 15 above referred to because the appropriation does not involve the proceeds from the sale of bonds, but only includes the proceeds from the sale of a portion of the site for which the bond issue was authorized.

Very truly yours,  
(Signed) PAUL T. DWYER,  
Assistant Corporation Counsel.

Approved.  
CLARENCE E. WILCOX,  
Corporation Counsel.  
Accepted and placed on file.

From the Corporation Counsel  
October 16, 1930.

To the Honorable, the Common Council:

Gentlemen—You recently asked whether or not it is legal for the City to put the mill tax in bonds. The City may issue general public improvement bonds to provide for the City's share of the cost of street widening in lieu of raising the same by taxation and in form of mill tax.—See Title VIII, Chapter I, Section 15, page 182 of the City Charter.

Very truly yours,  
PAUL T. DWYER,  
Assistant Corporation Counsel.  
Approved.

CLARENCE E. WILCOX,  
Corporation Counsel.  
Accepted and placed on file.

From the Corporation Counsel  
October 7, 1930.

To the Honorable, the Common Council:

Gentlemen—In your letter of October 3, you state that the Committee of the Whole of the Common Council have requested an opinion as to whether the City will have the power to assess the Elevated Motor Highway between Detroit and Pontiac, when constructed.

The City of Detroit, under its general power, would have authority to levy an assessment for taxes against so much of the Elevated Motor Highway as is constructed within the City of Detroit. It, of course, would not have the power to levy an assessment upon the physical structure outside of the city limits. It may be that some part of this structure will be used or constructed by the railroad company in connection with the electrification of its railroad system, in which event it would be a question of fact to be determined at the time according to the circumstances actually existing, whether any part of such structure would be construed to be railroad property. This situation is one that would be governed by the general tax laws of the state and could not be changed by any provisions of the ordinance.

Very truly yours,  
CLARENCE E. WILCOX,  
Corporation Counsel.  
Accepted and placed on file.

From the Corporation Counsel  
October 4, 1930.

To the Honorable, the Common Council:

Gentlemen—Herewith is attached a list of cases filed against the City of Detroit. The said cases were filed for the purpose of enjoining the collection of special assessments and for