

File No. 9283 Continued.

CORRESPONDENCE.

After penetrating 8-1/2 feet we struck a hard bed of gravel, through which we were unable to force the pile to penetrate more than 1/4 of an inch to the blow, with a hammer weighing 3,000 pounds falling a distance of 20 feet. After driving the pile a foot into this material at this small rate of penetration, Mr. Preston stated that he was satisfied for us to stop. I then stated to him that we were ready to cut the pile off and follow out any instructions he wished to give regarding the weighing of the pile. He told his representative to come down the next morning and attend to the matter. On arriving at the ground this morning, he told Mr. Knight the point at which he wished the pile cut off, and said it was to be tested to 105-1/2 tons. Mr. Knight asked why so much, and he replied "I do not know, that is what the Building Inspector has told me to get." Mr. Knight said, "the piles were to be weighted to 84 tons; why are you requiring more?" He replied, "I do not know; that is what we must get." Mr. Knight then asked him to give the details of the system of loading the pile. He refused to do so, saying that all he had to do was to determine the weight and see that it was properly tested, but that the details of the test and the platform lay with the Sewerage Commission. He did suggest a form of platform resting on top of the pile, with certain braces leading downward therefrom, the whole to be in the air some 6 to 10 feet above the ground.

The weight called for by Mr. Preston would represent a column of lead 12 feet high over an area of 25 square feet, representing over four carloads; or, if of cast-iron, some 18 feet in height over the same area; this to be balanced on top of a single pile, a most dangerous, unheard of, impracticable and costly procedure. I would not for an instant stand for the consequences that might ensue. We can possibly design a method by which this weight can be suspended from the top of the pile, but this unusual requirement of weighting a single pile, together with the cost and delay that would be entailed in having a steel cage with crossbeams made to test this pile, compele me to ask you if there is no way in which this matter can be dealt with in a reasonable manner and on an engineering basis.

We have from the start endeavored to show the Building Inspector that he has imposed most unusual requirements. He has refused to witness demonstrations that we have made, and prevented us from driving