

File No. 9986 Continued.

CORRESPONDENCE.

7641

And even if the City had the right to require such a change which is more than doubtful, I do not see how it could claim that it could do so without paying us.

Very truly yours,

(Signed) J. Pembroke Thom,

Assistant General Counsel

United Railways and Electric Company.

File No. 9986.

UNITED RAILWAYS AND ELECTRIC COMPANY
OF BALTIMORE.

Baltimore, May 21st, 1909.

Mr. William A. House,
President.

Dear Sir:-

7642

In accordance with your request to be advised in detail in connection with the matter of re-locating our tracks on Edmondson avenue, from Calverton Road to the Western City Limits, with the consequent change in the type of construction from tee rail to girder, as more specifically outlined in City Engineer Fendall's letter to Mayor Mahool, under date of the 3rd instant, I would state that it seems unreasonable and entirely unnecessary to involve the Railway Company in this expenditure.

You will note that City Engineer Fendall is very solicitous regarding the future inconvenience to property owners, if this situation is not adjusted according to his ideas at this time, and he seems especially desirous of having the Edmondson avenue rail relaid and re-located between Calverton Road and Gwynn's Falls, a distance of approximately 1900 feet. For this distance, of the total amount of property on the south side of Edmondson avenue, which is the side on which our tracks are now located, 86.4% can never be improved by dwellings, as that much of the property is controlled by the Western Cemetery Company and the United Railways. Only the remaining 13.6% could be used for