

File No. 9986 Continued.

CORRESPONDENCE.

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dwellings and it would therefore appear that Mr. Fendall has been unduly exercised regarding the convenience of the property holders at this point.

The Commissioners for Opening Streets, I am sure, are just as desirous as the City Engineer of considering the interests of the City and of the property owners, and yet they (the Commissioners for Opening Streets) are so firmly convinced that the "inconvenience" to the interested parties would not be sufficient to warrant such a radical change as suggested by Mr. Fendall, that they have followed up their convictions with their recommendation to that effect, and are preparing plans for the improvement of this street in conformity therewith.

I would further state that we have a blue print on file in this office which was made up by City Engineer Fendall on September 12th, 1907, which shows a cross section of Edmondson avenue bridge and on which the tracks are located to the south of the centre of the bridge, in fact, the most southerly rail is shown on this plan as being but three feet from the south curb. From this, it is clearly evident that Mr. Fendall, in designing this structure and until a comparatively recent date, had fully expected to maintain the present alignment of the United Railways' tracks across this bridge.

In addition to the above good and sufficient reasons why the Railway Company's tracks should not be disturbed, I would call your attention to the fact that there seems to be a total lack of comprehension of the enormous expenditures we are incurring at this time on account of the work of the various City Departments throughout the City, and no location has been so favored in the way of improvements as the street now under discussion; viz., Edmondson avenue. As you will recall, on account of the new concrete bridge being built by Mr. Fendall on Edmondson avenue, over Gwynn's Falls, we have been obliged to spend a considerable amount of money in adjusting our tracks so as to facilitate and economize the City's operations.

In addition to this, City Engineer Fendall, a few years ago, changed the grade of Edmondson avenue, just east of the Philadelphia, Baltimore and Washington Railroad bridge, which made it necessary for us to raise our tracks as much as ten feet. Shortly thereafter, the Commissioners for Opening Streets required us to lower our tracks from three to four feet on the west side of this bridge for several blocks and now, on account of the work of this same City Department this year,