

File No. 9986 Continued.

CORRESPONDENCE.

7644

it will be necessary for us to raise our tracks at Schwind's Quarry as much as from twelve to fourteen feet, besides reconstructing, re-lining and regrading our tracks at an enormous expense, from Second street to Calverton Road.

We shall further be obligated by the City Engineer to place six inches of ballast under our tracks for the whole distance involved and when all of this is taken into consideration with the fact that we have spent an enormous amount of money on Edmondson avenue, at Calverton Road, in connection with adjusting the street in front of our new car barn, and the erection of the barn itself, it does seem that my statement that Edmondson avenue has been particularly favored, is strictly in accordance with the facts in the case.

Respectfully,

(Signed) J. M. Hood, Jr.,

Chief Engineer.

File No. 9986.

OPINION.

LAW DEPARTMENT.

Baltimore, May 26th, 1909.

Hon. Edgar Allan Poe,  
City Solicitor.

Dear Sir:-

7645

As requested by your favor of May 8th, I have considered the City's right to compel the United Railways and Electric Company to shift its tracks from the south side of Edmondson avenue, between the Calverton Road and the new Edmondson avenue bridge, to the center of said avenue.

Mr. Fendall is quite anxious that this change should be made. On May 3rd, 1909, he wrote to the Mayor, setting forth at length his reasons for desiring the change, and this letter was referred by the Mayor's Secretary, Mr. Goldborough, to this Department, and also to the Commissioners for Opening Streets. On May 5th, Mr. James H. Smith, President of the Commissioners for Opening Streets, wrote Mr.