

File No. 10542 Continued.

CORRESPONDENCE.

8270

herewith the letter from Mr. Hood, dated September 29th, concerning paving on Harford avenue, alleged to be too high, I would report as follows:

On Saturday, September 25th, I received Mr. Hood's letter of the 23rd, which you referred to me. At 10 A. M. I phoned to Mr. Peter Ferry and read him Mr. Hood's letter, and told him to send men at once and lower any stones that were too high. He told me that he had men on Harford avenue and would attend to it at once. I then 'phoned Mr. Allen to see the paving Monday morning and if it had not been attended to to advise me. Later as a matter of record I wrote to Ferry to remedy the trouble at once. After noon Mr. Ferry 'phoned me that he had been over all his work on Harford avenue and that on account of the heavy rain on Friday, some of the trenches were settled and that none of the paving was high enough to be struck by a wheel guard on the cars, but where the paving was higher than the rail he took some men with a heavy rammer and drove them down so as to make them solid to keep from being knocked out.

On Monday, the 27th, Mr. Allen called me up and reported he had examined the paving and could find only one place that seemed to be high. He watched to see a car pass and found that there was at least two inches clearance from the wire springs on the guards. Even if the paving were high enough to touch these wire springs, which turn up in front, they would pass over without any damage.

From this, I thought the matter was settled.

On receipt of your letter of the 30th, enclosing a letter from Mr. Hood, dated September 29th, I 'phoned at once to Mr. Peter Ferry and read him the two letters and asked him to look into it at once. This morning he told me that he had made a careful examination walking up one track and down the other. At one point in front of 1840, where the paving seemed to be a little higher than the rails, he laid a brick on the highest stone and waited for two cars to pass and neither one disturbed the brick, notwithstanding the brick did not lay level. At 10 A. M. I took Mr. Allen to Harford avenue to see what the conditions actually were. Mr. Allen and I examined the paving over every trench crossing Harford avenue. No temporary paving over trenches is perfect, but in many cases we had difficulty to tell where the trenches