

File No. 10542 Continued.

CORRESPONDENCE.

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were from the condition of the paving. The few defects we did find were not bad, but in order to avoid further correspondence I gave Mr. Ferry a list of ten places where slight repairs were to be made. One of these was a place where one stone was $2 \frac{1}{8}$ inches higher than the rail, three others had one or two stones two inches higher than the rail. All the rest were places where there were two or three stones that were loose or the paving slightly low.

We then tested the paving between tracks at points not over our trenches and found one place in the cobble paving near North avenue, where one stone was $2 \frac{1}{8}$ inches high. Between the rails of the north bound track, on the north side of North avenue, we found the asphalt block paving $2 \frac{1}{8}$ inches higher than the rails. We also measured a hole along the west rail of the north bound track on the south side of North avenue and found the bottom $3 \frac{1}{2}$ inches below the top of the rail and $4 \frac{1}{4}$ inches below the asphalt block paving on the other side of the hole. This hole, I was told, had been in this condition for more than a month. Between the rails of the south bound tracks opposite 1700 Harford avenue, cobble is two inches above top rail. There is also a hole three inches below top of rail just south of north flagrow at Lanvale street. Also three bad holes in crossing at Federal street.

In this connection, I would say that on August 4th, I noted the bad alignment and grade of the tracks on Harford avenue, from alley north of Federal street to alley south of North avenue, and also the bad condition of the paving. I called Mr. Hood's attention to the same and also had photos taken. Mr. Hood had men at work on Harford avenue, north of Lanvale street, just prior to August 4th, and stopped as soon as it was learned that sewers were to be laid on this street.

The contractors tell me that the annoyance and expense which they are subjected to on account of the United Railways Company will surely be taken into account on any future bids and Messrs. Ryan and Reilly have told me that on account of this, among other things, they will not bid on any more small work.

Yours truly,

(Signed) O. W. Connett,

Division Engineer.