

Your contractors would of course repudiate any suggestion of negligence—and for the present purpose we will assume that they would be correct in doing so. In that case the lesson to be learned from your experience with the Yonge street pavement is an obvious one. In this climate and upon streets where our tracks are laid, the block pavement cannot be successfully laid in the confined spaces between the stringers, though in the larger space outside the stringers, the greater room for natural expansion very considerably lessens the difficulty. And this brings me to my first suggestion, which is, that the scheme for the new block pavement should provide the substitution for wooden blocks in the space between the stringers of some material which will not be subject to expansion by moisture or frost. We are satisfied unless this be done, or unless better work is done by the contractors, there will be a constant recurrence of the difficulties to which allusion has been made in the case of the Yonge street pavement.

I would suggest that the block should only be laid upon the sides of the streets, between the kirbing and the outside stringers of our track (we of course paying for the construction of the eighteen inches next the stringers) and that between our tracks we be compelled by such an agreement as your solicitor and ours may approve, to constantly maintain a thoroughly good roadway of cobble or macadam, which may be made subject to a rigid system of inspection by your engineer both as to quality and as to grade.

If your Committee will carefully consider this proposition, I feel satisfied that it will be found to stand every test of utility and ultimate economy that may be applied to it.

We shall be glad to have an opportunity of discussing the matter with your Committee: and trust you will give it your consideration. This method would also to a very great extent do away with the inconvenience which the public must suffer from not being able to make use of the cars during the progress of the work; and this brings me to the other suggestion, which is, that in any case the conduct of the work may be so arranged as to afford the least hindrance to the running of the cars. I think your Committee will agree with me when I say, that it would be of the utmost inconvenience to a very large proportion of the public should both of the parallel lines, King and Queen streets, be closed simultaneously, or indeed should either street be broken up at the same time along its whole length.

In all probability by an interview between your Committee and ourselves, a plan could be devised by which rapid construction might be made consistent with the slightest possible interruption of the railway traffic.

Apologizing for the length of this communication, and trusting your Committee may deem it worth while to pay some consideration to the suggestions I have ventured to make

I am,

Your obedient servant,

J. GUNN,

*Secretary Toronto Street Railway Company.*