the ordinance to which this is a supplement, as that the rail nearest to the kerb on each side of said squares or parks shall be two (2) feet from said kerb instead of nine (9) inches, as is provided in said first section of the original ordinance.

Sec. 2. And be it further enacted and ordained, That all such parts of Fulton avenue mentioned in the ordinance to which this is a supplement as are contained between the railway tracks of the Central Railway Company, and between the said tracks and the kerb on each side of the squares or parks mentioned in said ordinance to which this is a supplement, shall be paved with Belgian blocks instead of with the asphalt blocks mentioned in the ordinance to which this is a supplement, the said Belgian blocks to be furnished, and the work of laying them to be done by the contractor with whom the contract for said paving has been made by the City Commissioner at the same price at which, by said contract, the said asphalt blocks are to be furnished and laid; provided, however, this section shall not be operative unless the written consent of the said contractor to the changes hereby made in the original ordinance shall have been first filed with the City Commissioner.

To pave with Belgian blocks

Proviso.

Approved October 15, 1887.

JAMES HODGES, *Mayor.*

No. 115.

An ordinance to authorize the Baltimore City Passenger Railway Company to lay an additional track on Harford avenue and certain other streets.

Section 1. Be it enacted and ordained by the Mayor and City Council of Baltimore, That the Baltimore City Passenger Railway Company be and it is hereby authorized and empowered to convert the present single track of railway into a double track on the following streets—that is to say: On Harford avenue from the north boundary line to Central avenue; thence southwardly on Central avenue to Madison street; thence on Madison street westwardly to Aisquith street; and thence on Aisquith street southwardly to Fayette street; and also in connection therewith to lay a single railway track on Aisquith street from Fayette street to Baltimore street, to connect with the said company's tracks on said last-mentioned street.

To convert the present single track into a double track.

Sec. 2. And be it further enacted and ordained, That the tracks authorized to be constructed by this ordinance shall, in all respects, be governed by and subject to the same rules and regulations prescribed by the ordinances of the city for the government of other tracks of the said company.

Conditions.

Approved October 18, 1887.

JAMES HODGES, *Mayor.*