the manner and at the place designated and prescribed by said Act of Assembly, and may construct, and shall maintain at its own expense, a bridge over its tracks across Charles street, as authorized by said Act, provided that any change of grade of Charles and Lanvale streets, and the construction and maintenance of the bridge on Charles street over the tracks of said company, shall be subject to the approval and direction of the said Mayor and City Commissioner.

To construct a bridge over Charles street

Sec. 6. And be it further enacted and ordained, That said Western Maryland Tidewater Railroad Company in laying its tracks from Charles street to Barclay street extended, as authorized by said Act of Assembly, may pass under St. Paul street, north of St. Paul street bridge, and under Calvert street, north of Calvert street bridge, crossing Federal street obliquely, between St. Paul and Calvert streets, and under Guilford avenue, or North street, north of Guilford avenue, or North street bridge, at the place indicated in said Act of Assembly, the tracks of said company to pass under St. Paul and Calvert streets and Guilford avenue without changing the grade of said streets by an archway, in each case to be constructed under the direction of and to be approved by the Mayor and City Commissioner.

May pass under the bridges on Maryland avenue, Calvert street and North street bridges.

Said company may construct its road with single or double track east of Guilford avenue, or North street, to Barclay street, as laid down on the map of the City of Baltimore, and as prescribed by said

Act of Assembly, and for that purpose may cross any street, lane or alley of the City of Baltimore, or the extension of any such street, lane or alley, east of Guilford avenue, or North street, including East Oliver street and Falls alley, and may use and occupy the bed of Barclay street, as laid down on the map of Baltimore City, but not opened, for the purpose of constructing the railroad of said company over the tracks of the Union Railroad Company, and of the Northern Central Railway Company, as prescribed by said Act of Assembly, and may also construct a bridge across Jones Falls for a single or double track, on the line of Barclay street, as said street is laid down on the map of the City of Baltimore, north of Preston street.

May cross any street, lane or alley, and use and occupy the bed of Barclay street

Sec. 7. And be it further enacted and ordained, That after crossing Jones' Falls, as authorized in the preceding Section, the said company may construct its road, with a single or double track, along Barclay street, as laid down on the map of the City of Baltimore, but not opened, under East Preston street, and may recross Jones' Falls, between East Preston and East Biddle streets, by a bridge for a single or double track, and may use in constructing said bridge the retaining walls on Jones' Falls, provided that the cost of maintaining and repairing any part of said retaining walls used by said company for the purpose aforesaid shall be borne by said railroad company to the extent that the use of said retaining walls by said company may impair or injure said walls, and provided that any use made by said company of any part

Proviso.

Proviso.