Falls to a point near Bath street; thence over the bed of Jones' Falls by the use of girders, the supports of which may rest upon the masonry on each side of the falls, crossing overhead Bath, Hillen, Gay, Fayette, Baltimore and Lombard streets (also Douglas street when opened), with clearances above the roadway of said streets as follows: Over Bath street, twelve feet and seven-tenths of a foot, with the right to lower Bath street six inches, if it is found desirable to increase this clearance; over Hillen street, sixteen feet; over Gay street, twenty feet; over Fayette street, eighteen feet and ninety-five hundredths of a foot; over Baltimore street, seventeen feet and forty-two hundredths of a foot; over Lombard street, nineteen feet and fourteen hundredths of a foot; thence leaving the Falls a short distance south of Lombard street, and turning into the bed of East Falls avenue, with a single track; thence thence by a single track, the centre line of which shall be along the west side of East Falls avenue, parallel with the east wall of Jones' Falls, and six feet distant from the east side of the coping of said east wall, to a point a short distance south of the south line of Canton avenue, crossing Pratt street overhead, with authority to lower the bed of Pratt street two feet at the point of crossing, so as to give a clearance over Pratt street of fourteen feet, and crossing Eastern avenue and Canton avenue at grade, with authority to raise the bed of Eastern avenue one foot and five-tenths of a foot at the place of crossing; thence curving to the left, crossing East Falls avenue and President street at grade, to a line in Aliceanna

Line of construction of railroad.

street, parallel with and twelve feet south of the centre line of the track of the Baltimore and Ohio Railroad Company as now located, to a point near the east end of said track; thence by suitable reverse curves, the first to the left and the second to the right, to the centre line of Aliceanna street; thence along said centre line of Aliceanna street to the west building line of Central avenue; thence by suitable reverse curves, the first to the left and the second to the right, to a line parallel with the centre line of Aliceanna street, and six feet north thereof; thence by said parallel line to the east side of the railroad track in Bond street, as now laid; thence by suitable reverse curves, the first to the right and the second to the left, to the centre line of Aliceanna street; thence by said centre line to a point a short distance west of Boston street; thence curving to the right to a line in Boston street, parallel with and six feet north of the centre line of Boston street; thence by said parallel line to a point a short distance west of the west line of Chesapeake street; thence by a curved line to the left to a point in Boston street a short distance east of the east line of Chesapeake street, and six feet north of the centre line of Boston street; thence eastwardly by a line parallel with the centre line of Boston street, and six feet north thereof, to a point a short distance west of the eastern boundary line of Baltimore City; thence eastwardly to the said City line, by a suitable curved line to the left, to which the last described line is a tangent; the said company to have the right to vary from the line above described, so as to