the outer car tracks where the railroad is double tracked and the space between the rails where the railroad is single tracked, repaved with Belgian blocks, and to re-kerb the same with six-inch granite kerbing where necessary, the work to be done in a manner satisfactory to and approved by said City Commissioner, and that the cost of said work be taken from the sum of one million dollars of bonds set apart for repaving the streets with improved pavements in the ordinance authorizing the issue of five million dollars of bonds for permanent public improvements, approved September 26th, 1888; and the Finance Commissioners are hereby authorized to sell, from time to time, bonds for this purpose, and to pay the proceeds to the City Register, to be applied on the warrant of the Comptroller to the above named purpose and to no other purpose.

Kerbing.

How cost is to be borne.

Approved March 9th, 1892.

FERDINAND C. LATROBE, Mayor.

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No. 23.

An Ordinance to authorize the North Baltimore Passenger Railway Company to propel its cars by electricity.

Section 1. Be it enacted and ordained by the Mayor and City Council of Baltimore, That it shall be lawful for the North Baltimore Passenger Railway Company, its successors or assigns, in addition to the

Authority to propel cars by electricity.



rights now possessed by it, to propel its cars by electricity supplied from overhead wires, upon and over any part of its railway now constructed, and to erect and maintain the poles, wires and appliances, and such electrical appliances and apparatus necessary for this purpose, upon complying with the terms and conditions following, that is to say:

1st. That said company shall protect its overhead wires from contact with electric light or other wires by proper guard wires, and provide on said railroad every proper safeguard and improvement for public protection and convenience which are in general use in other cities using the overhead electric system, or which may from time to time be deemed necessary by the Mayor and City Commissioner, and the cars so propelled shall have one conductor, and one motor-man each, and shall not travel at a greater rate of speed than ten miles an hour within the City limits as exing prior to the Act of 1888, Chapter 98, commonly called the Annexation Act, and fifteen miles an hour outside of said limits.

Protection required.

2d. That said company shall use iron poles of neat and ornamental design, and whenever the width of the street permits of it, in the opinion of the Mayor and City Commissioner, said poles shall be placed between the two tracks with arms on either side carrying the wires over each track.

Kind of pole to be used.

3d. That the said North Baltimore Passenger Railway shall have said poles and