Authority to extend its double tracks.

and assigns, are hereby authorized to extend its present double tracks from Gilmor street westward along Lombard street to Frederick avenue, and to connect by double tracks along Brunswick street, its present tracks on Frederick and Wilkens avenues, and to use and operate the same under the terms of this ordinance and of the original ordinance to which this is a supplement, relating to the construction and operation of the railways of the said company, said Baltimore Union Passener Railway Company as lessee of the Baltimore and Hampden Passenger Railway Company, and said Baltimore and Hampden Passenger Railway Company or either of them when operated by electricity, then the Baltimore Union Passenger Railway Company, its successors and assigns, and the Baltimore and Hampden Passenger Railway Company shall charge but one fare of five cents for each passenger for a continuous trip from the present terminus of the Baltimore and Hampden Railway Company to the centre of the City, and if said Baltimore Union Passenger Railway Company, its successors and assigns, shall acquire by lease, ownership or otherwise, the Baltimore, Catonsville and Ellicott's Mills Passenger Railway, it shall then commence the operation thereof by electricity, and its charge shall be but five cents for each passenger for a continuous trip from the intersection of the Frederick road and the present City limits to the centre of the City.

Fare.

Sec. 3. And whereas public convenience requires that two tracks only should be used on North avenue; therefore, be it

enacted and ordained, That the Baltimore Union Passenger Railway Company shall permit the North Avenue Railway Company of Baltimore City to use the tracks of said Baltimore Union Passenger Railway Company on North avenue, from Madison avenue to Guilford avenue, upon terms to be agreed upon between them, and upon condition that the Baltimore Union Passenger Railway Company shall have the joint right to the use of the poles, cross-arms and appurtenances of the North Avenue Railway Company of Baltimore City, between the streets aforesaid, in order to avoid the necessity of duplicating such structures upon North avenue; provided, however, if the said two companies cannot agree upon the terms upon which said tracks are to be used, the matter shall be referred to the arbitration of the Mayor and City Commissioner, and the terms fixed by the Mayor and City Commissioner shall be binding upon both parties thereto. The said Baltimore Union Passenger Railway Company by accepting this ordinance or acting thereunder, shall be deemed to have given its assent to such use of its tracks between the points named upon the conditions aforesaid, and the North Avenue Railway Company of Baltimore City is hereby required to remove its tracks on North avenue, the Baltimore Union Passenger Railway Company to pay one-half of the cost of said removal, between Madison avenue and Guilford avenue, upon its making the arrangement for the use of the Baltimore Union Passenger Railway Company's tracks upon the terms provided in this ordinance, and if the said North Ave-

Permit for the North Avenue Railway Company to use tracks.

Joint right to use the poles, cross-arms and appurtenances of the North Avenue Railway Company.

Proviso.

North Avenue Railway Company to remove its tracks and the Balto. Union Passenger Railway Company to pay one-half of cost.