Persons to whom the provisions of this ordinance do not apply.

Sec. 2. Be it further enacted and ordained, That the provisions of Section 1 of this ordinance shall not apply to drivers of wagons carrying the United States mail, or drivers of physicians' carriages, or to drivers of ambulances when conveying any injured person from the scene of any accident by which persons may have been injured, or any patient to the hospital, or when proceeding to the scene of any such accident, or to the driver of any vehicle who may be permitted to drive over or across such hose by the officer in command of the Fire Department when operating at any such fire and under his directions.

Sec. 3. And be it further enacted and ordained, That this ordinance shall take effect from and after the date of its passage.

Approved April 24th, 1893.

FERDINAND C. LATROBE, Mayor.

No. 93.

An Ordinance to provide for constructing a bridge to carry Monroe street across the tracks of the Baltimore and Potomac Railroad Company and the tracks of the Western Maryland Railroad Company.

Preamble.

Whereas, By Section 2 of the Ordinance of the Mayor and City Council of Baltimore, approved May 26th, 1869, now embodied in the Baltimore City Code as Section 192 of Article XL of said Code, the

Baltimore and Potomac Railroad Company is required to construct its railroad under Monroe street in a tunnel, if the grade thereof, when established, should be high enough to permit such mode of construction; and

Preamble.

Whereas, Since the passage of said ordidance the grade of said street has been established high enough for said purpose; and

Preamble.

Whereas, Monroe street has been graded as far north as Winchester street, and it is necessary that provision should be now made for carrying Monroe street across the tracks of said Baltimore and Potomac Railroad Company, and also across the adjacent tracks of the Western Maryland Railroad Company, the tracks of which company have been there laid since the passage of the above ordinance, and it is desirable that the said Monroe street should be carried over both set of tracks by one structure; and

Preamble.

Whereas, It is deemed desirable that said structure shall be a steel and iron bridge, on stone abutments, and it is just and proper that the cost of the said bridge shall be borne in part by the Mayor and City Council of Baltimore and in part by the Baltimore and Potomac Railroad Company; and

Preamble.

Whereas, By resolution of the Mayor and City Council of Baltimore, approved April 5th, 1890, the City Commissioner was