SEC. 2. That this ordinance shall take effect from the date of its passage.

Approved January 15, 1901.

THOMAS G. HAYES, *Mayor.*

No. 103.

An ordinance to authorize the United Railways and Electric Company of Baltimore to lay down curves, switches and tracks to connect its lines at the following points and on the following streets in the City of Baltimore, viz.: Broadway and Bank streets; North avenue and Charles street; North avenue and St. Paul street; Falls road and Third avenue; Druid Hill and Fulton avenues; Francis and Clifton streets; Monroe street, from Edmondson avenue to Franklin street; Columbia avenue car shops, Baltimore and Liberty streets; Cromwell street, from Patapsco to Light streets (Ferry Bar), with the necessary connections; Patterson Park and Eastern avenues; Patterson Park and Canton avenues; a second track on Fayette street, from Gay to Holliday streets, with the necessary connections at Gay, Holliday and North streets; Huntingdon avenue and St. Paul street; North avenue and Gay street; North avenue and Patterson Park avenue; foot of Light street (Ferry Bar), and the necessary curve or curves at North and Callow avenues, and providing the terms and conditions upon which said rights shall be exercised and the compensation to be paid therefor.

United Railway Co. authorized to lay tracks, etc., on various streets

SECTION 1. Be it ordained by the Mayor and City Council of Baltimore, That the United Railways and Electric Company of Baltimore be and it is hereby authorized and empowered to lay down, construct and maintain curves, switches and tracks to connect its lines at the following points and on the following streets in the City of Baltimore to run cars and to operate a railway thereon, and also to erect and maintain all the necessary poles, overhead trolleys, feed wires and appurtenances as may be necessary and proper for said curves, connections and switches, viz: Broadway and Bank street; North avenue and Charles street; North avenue and St. Paul street; Falls road and Third avenue; Druid Hill and Fulton avenue; Francis and Clifton streets; Monroe street, from Edmondson avenue to Franklin street; Columbia-avenue car shops; Baltimore and Liberty streets; Cromwell street, from Patapsco to Light streets (Ferry Bar), with necessary connections; Patterson Park and Eastern avenues; Patterson Park and Canton avenues; a second track on Fayette street, from Gay to Holliday streets, with necessary connections at Gay, Holliday and North streets; Huntingdon avenue and St. Paul street; North avenue and Gay street; North avenue and Patterson Park avenue; foot of Light street (Ferry Bar), and the necessary curve or curves at North and Callow avenues; all of said curves, switches and connections to be constructed as per the drawings shown on the blue prints now filed with the City Engineer by the United Railways and Electric Company. The City Engineer, however, shall have the power, upon application of said company, to make such alterations in said curves and in the location of said switches and connections as he may approve, provided such changes do not materially change the franchises hereby granted; provided, however, and it is distinctly understood and declared that as one of the terms and conditions of the grant of the franchise herein described, all the rights of the Mayor and City Council of Baltimore under the provisions of the Act of the General Assembly of 1861-'62, Chapter 71, entitled "An Act to incorporate