Sixty-six feet wide, from Huntingdon avenue to Remington avenue.

thereon south 58 degrees and 39 minutes west two hundred and sixty-one and fifty-three one hundredths feet to the beginning, as shown on the preliminary plat of said street, filed in the office of the Commissioners for Opening Streets, February 25, 1910, the said street as directed to be condemned being delineated and particularly shown on a plat which was filed in the office of the Commissioners for Opening Streets on the 25th day of February in the year 1910 and is now on file in the said office.

SEC. 2. *And be it further ordained,* That the proceedings for said Comissioners for Opening Streets, with reference to the condemnation and opening of said Twenty-sixth street, and the proceedings and rights of all parties interested or affected thereby, shall be regulated by and be in accordance with all such provisions of Article 4 of the Public Local Laws of Maryland, as enacted by Chapter 123 of the Acts of the General Assembly of Maryland of the year 1898 (commonly known as the New Charter of Baltimore city), as may be applicable thereto, as well as all amendments thereof, and also any other Acts of the said General Assembly of Maryland which may be applicable thereto, and also in accordance with any and all ordinances of the Mayor and City Council of Baltimore now in force and applicable thereto.

Approved June 6, 1910.

J. BARRY MAHOOL, *Mayor.*

No. 538.

An ordinance granting to the United Railways and Electric Company of Baltimore, its successors and assigns, the right to construct, maintain and operate double electric railway tracks with the necessary poles, wires and overhead construction, and to operate and maintain an electric railway thereon, upon the bed of Seventh street, when the same has been acquired by the Mayor and City Council of Baltimore, between Franklin road and a point north of Winchester street, as proposed to be opened in the future, and as shown on Bromley's City Atlas, with the necessary curves and connections to connect with its tracks now on Franklin road and to connect by means of a private right-of-way north of said Winchester street with its track on the Bloomingdale road.

United Railways and Electric Company.

WHEREAS, The United Railways and Electric Company of Baltimore has now constructed and is maintaining and operating upon the bed of the Bloomingdale road, between Franklin road and a point north of Winchester street, as proposed to be opened in the future and as shown on Bromley's City Atlas, an electric railway system with the necessary tracks, poles, wires and overhead construction thereupon, as to which road the said company is not legally liable to the payment of park tax; and

Tracks on Seventh street, from Franklin road to north of Winchester street.

Compensation.

WHEREAS, The United Railways and Electric Company of Baltimore has agreed that the compensation to be paid to it by the Mayor and City Council of Baltimore for said existing franchises, easements, interests and rights in said Bloomingdale road, between Franklin road and a point north of Winchester street, as proposed to be opened in the future and as shown on Bromley's

Rights of Company in Bloomingdale road.