No. 371.

An ordinance granting permission to Charles F. Beggerow to enclose the present first floor Porch with glass to be used as a Sun Parlor in the rear of his premises No. 600 S. Payson Street.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore,* That permission be and the same is hereby granted to Charles F. Beggerow to enclose the present first floor porch with glass in the rear of his premises No. 600 S. Payson Street to be used as a sun parlor. Provided said porch shall in all other respects be enclosed in accordance with the requirements of the existing laws and ordinances and under the supervision of the Inspector of Buildings of Baltimore City.

SECTION 2. *And be it further ordained* that this ordinance shall take effect from the date of its passage.

Approved June 17, 1918.

JAMES H. PRESTON, *Mayor.*

No. 372.

An ordinance authorizing R. C. Hoffman & Company, Incorporated, a corporation, to construct, maintain and operate an industrial railway track across Loney's Lane, running from the plant of R. C. Hoffman & Company, Incorporated, on the westernmost side of Loney's Lane across to and into the plant of the Hess Steel Corporation, situate on the easternmost side of Loney's Lane; said railway to be located at a point about ninety feet (90′) northerly from the north rail of the northernmost track of the main line of the Philadelphia, Baltimore & Washington Railway Company where said proposed railway intersects the east side of Loney's Lane and at a point about one hundred and five feet (105′) north from the north rail of said northernmost track where said proposed railway crosses the westernmost side of Loney's Lane, said railway crossing said lane diagonally.

SECTION 1. *Be it ordained by the Mayor and City Council of Baltimore* that R. C. Hoffman & Company, Incorporated, a corporation, be and it is hereby authorized and empowered to construct, maintain and operate an industrial railway on and across Loney's Lane, connecting the plant of said R. C. Hoffman & Company, Incorporated, situate on the westernmost side of Loney's Lane with the plant of the Hess Steel Corporation, situate on the easternmost side of Loney's Lane, the said track crossing Loney's Lane on a diagonal line, the point of intersection of the southernmost rail of said proposed railway with the easternmost side of Loney's Lane, to be at a distance of about ninety (90′) feet north of the north rail of the northernmost track of the main line of the Philadelphia, Baltimore & Washington Railroad Company and the point of intersection of said southernmost rail of said proposed railway and the westernmost side of Loney's Lane being at a distance of approximately one hundred and five (105′) feet from the north rail of said northernmost track of the main line of the Philadelphia, Baltimore & Washington Railroad Company. The said track is to be of 24 inch gauge with steel or wooden ties, spaced in centers, supporting 20 to 30 lb. T rails flushed with the bed of said Loney's Lane.

SECTION 2. *And be it further ordained,* that the Mayor and City Council of Baltimore shall at all times have and retain the power and right to reasonally regulate, in the public interest,