File No. 4759 Continued.

OPINION.

LAW DEPARTMENT.

Baltimore, May 18, 1906.

Peter Leary, Jr., Esq.,

Chairman of the Sewerage Commission.

3589.

Dear Sir: Since dispatching my letter to your a few moments ago, I am reminded that the proposed new building code for Baltimore City (prepared, as you know, by a Commission of unusually prominent and capable citizens, with the advice of Mr. Corydon D. Purdy, the well-known mechanical engineer of New York) contains the following section:

The plumbing and drainage system of every building shall be entirely separate and independent of that of every other building.

The plumbing and drainage system of every building shall be separately and independently connected with a public sewer or a private sewer or with a cesspool.

It seems to me that these provisions supply an illustration of the public policy which I deduce from the terms of the Sewerage Enabling Act as constitutingone of the leading motives of that Act.

Truly yours,

(Signed) W. Cabell Bruce.

City Solicitor.

CORRESPONDENCE.

P11e No. 4775

DEPARTMENT OF PUBLIC IMPROVEMENTS, SUB-DEPARTMENT OF CITY ENGINEER.

Baltimore, May 16, 1906.

Hon. W. Cabell Bruce, Clty Solleltor.

The United Railways and Electric Company desire to remove DOCK BUTHER from Charles Street, between German and Pratt Streets, what they know as their "gauntlet track", and replace the same with a regulation

For your information, "a gauntlet track" is a track part of

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