CORRESPONDENCE.

File No. 4783 Continued.

In constructing the curves, which these people will use, there are a number of cases where the width of the sidewalk, at corners, will be materially reduced. At the corner of Portland and Greene Streets, for instance, where the sidewalk is now about 14' wide, it must be reduced to 8'. At Scott & McHenry; at Greene & Lombard, at McHenry and Fremont, the same conditions exist.

These people might possibly get around the corners without taking so much off the sidewalks, but I do not consider that the changes they must make to do this would be practicable.

Could I, under the terms of the ordinance, permit these changes in the sidewalk? The narrowing of these sidewalks would not take place immediately in front of any property, but would be in the rectangle formed by the curbs and the building line, produced.

I hand you herewith a blue print which they have submitted to me, making the case clear. I shall thank you to return this blue print with your reply.

Very truly yours,
(Signed) B.T. Fendall.
City Engineer.

OPINION.

File No. 4783

LAW DEPARTMENT.

Baltimore, May 21, 1906.

B. T. Fendall, Esq.,
City Engineer.

Dear Sir:-

I reply to your letter of the 16th inst., and I return herewith the blueprint mentioned therein.

3594

The Mayor and City Council of Baltimore has by ordinance authorized the Baltimore Terminal Company to occupy certain streets of the City with its tracks. This, in my opinion, necessarily involves the right upon its part to do whatever may be reasonably necessary in order that the right thus granted may be beneficially enjoyed.

Section 6 of the Terminal Company's ordinance provides that the railway tracks and rails shall be built under the supervision of