File No. 4992 Continued.

CORRESPONDENCE.

and it is not reasonably practicable to make any extension to it at
the present location, hence the necessity for reaching some more eligible site; not only this, but as explained, there is a great demand for
railway facilities at Orangeville, which can be supplied by the extension
of the Preston street line via Preston Street Extd. into Baltimore Co.

As yet, Preston street is not regularly graded and opened between the end of tracks near Canton street and Loney's Lane, but a large portion of the necessary grading and paving towards said opening will be accomplished by the construction of the railway extension, and this at a very material saving to the City, as all the work required in preparing the roadbed for the tracks will be that much towards the completion of the street to the city limit.

We therefore submit this as a formal application for a permit to cover the privilege of making such tract extension, that is, from present terminus on B. Preston street to the eastern city limits.

Please see Section 1 of Ordinance No. 115, approved July 11, 1896.

Beginning upon the seventh line of page 178, the ordinance reads "Also
from the corner of Caroline and Preston streets eastwardly on Preston
street as far as said street is opened, graded and paved, with the right
to said company to extend its tracks along said Preston street as soon
as said street shall be opened, graded and paved to the eastern city
limits."

As above stated, so far as the purposes of the railway require, the street will be opened, graded and paved by the Railway Company without cost to the City if the desired permit is granted.

Yours truly,

(Signed) J. M. Hood,

President.

File No. 4992.

OPINION.

LAW DEPARTMENT.

Baltimore, July 3, 1906.

Hon. W. Cabell Bruce,

City Solicitor,

Baltimore, Md.

Dear Sirt-

I herewith make the following report in reference to the