

File No. 2764 Continued.

CORRESPONDENCE.

7331

said Railroad Companies shall have power to place on its railroad all machines, wagons, vehicles or carriages, of any description whatsoever, which it may deem necessary or proper for the purpose of transportation on its road.

As, therefore, the Northern Central Railway Company and the Philadelphia, Baltimore & Washington Railroad Company, respectively, is authorized by its Charter to have on its own road all such machines as it may deem necessary or proper, and as each of these railroads does operate its trains by steam engines, and, by the Charter of the Union Railroad Company, is authorized to operate over said railroad with its own motive power, it necessarily follows that, by the express grant of the Legislature of Maryland, each of these Companies is authorized to operate its trains over the Union Railroad with its steam engines.

All that we have said in reference to the Northern Central Railway Company and the Philadelphia, Baltimore & Washington Railroad Company, which are the only Companies which we represent, is applicable to the Western Maryland Railroad Company.

Very truly yours,

(Signed) Bernard Carter & Sons,
Advisory Counsel.

File No. 2764.

NORTHERN CENTRAL RAILWAY COMPANY,
PHILADELPHIA, BALTIMORE & WASHINGTON
RAILROAD COMPANY.

Baltimore, April 14, 1909.

In the matter of the "Ordinance to repeal Section 16 of Art. 41 of the Baltimore City Code of 1893 (being the same as Section 16 of Art. 30 of the Baltimore City Code of 1906), and to re-ordain the same with amendments."

H. J. C. Hoffman, Esq.,
Chairman, Committee on Police & Jail,
Baltimore.

Dear Sir:-

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The first section of the above entitled Ordinance prohibits the use of coal, coke or wood, as fuel, by locomotives in the Union tunnel. The tunnel intended to be referred to is the tunnel of the