

and empowered to construct its railroad from points of connection with the tracks of the Western Maryland Railroad at or near the crossing of the Windsor Mill road, about one-half mile west of Fulton station, southwesterly across Gwynn's run; thence under the Bloomingdale road, and the head race of the Five Mills, near the residence of L. B. Purnell; thence curving to the left and crossing the Franklin Turnpike (overhead if reasonably practicable) at or near the intersection of Tyler's lane; thence southwardly along the valley of Gwynn's Falls passing under the Baltimore and Potomac Railroad and under the Frederick Turnpike immediately east of its bridge across Gwynn's Falls at the Three Mills; thence continuing southwardly under Wilkens avenue east of the falls; thence under the high bridge of Brunswick street at its crossing of Gwynn's Falls; thence under the Baltimore and Ohio Railroad immediately west of the Carroll Viaduct; thence southeastwardly, continuing along Gwynn's Falls crossing the Washington road, passing under the Baltimore and Ohio Railroad southwest of the Blue Ridge; thence rounding the most southerly bend of Gwynn's Falls; thence eastwardly by a straight line crossing the Annapolis road and the Annapolis and Baltimore Short Line Railroad at grade, passing immediately over the site of the old glass house upon the west side of the Middle Branch of the Patapsco river, commonly called Spring Gardens; thence crossing said Middle Branch of Spring Gardens to the west end of Donaldson street by a pile bridge, to be constructed in accordance with law; and with a sufficient draw of such plan and dimensions as shall be satisfactory to the Harbor Board, to be constructed, maintained and operated at the cost of said railroad company, at the point where said bridge shall cross the present dredged channel of said Middle Branch, the width of clear opening at such channel to be such as will admit of the free passage of the largest ice boats and vessels that may have occasion to pass it, and the said draw to be so constructed and operated as to form no impediment to the navigation of said channel; thence along Donaldson street to Gould street; thence along Gould street to Suffolk street; thence by Suffolk street across the Baltimore and Ohio tracks east of Riverside round house (passing underneath if practicable), and under Fort avenue, near the intersection of Webster street; thence curving to the left and subsequently to the right of Belt street (parallel with one square west of Suffolk street); thence along Belt and Reppert streets to a point east of Federal Hill Park, thence curving to the left across Montgomery and Hughes streets, and between the Park and Basin to the line of York

Route of construction of road.

No impediment to navigation.