

line of railway from some convenient point in the city of Baltimore to a point at or near Westport, in Baltimore county, and it desires to change its terminus in Baltimore county to a point at or near Clifford Junction, in said county, where it is proposed to connect with the lines of the Washington, Baltimore and Annapolis Electric Railway Company; and

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Preamble.

WHEREAS, The said Baltimore Terminal Company has increased its capital stock from 20,000 shares, of the par value of \$50 each, to 30,000 shares, of the par value of \$50 each, a certificate of which said increase of capital stock has been filed with the Comptroller of the State of Maryland; and

WHEREAS, The Mayor and City Council of Baltimore has heretofore been requested to grant unto said corporation certain rights, privileges and franchises, among others, to construct, operate and maintain its railway over and along certain streets in the city of Baltimore, and also over its own private right-of-way, above the present grade, commencing at or near the intersection of Scott and Stockholm streets, thence generally in a southerly direction to the south side of Gwynn's Falls, crossing all intersecting streets and railroad tracks by overhead or undergrade crossings; therefore,

SECTION 1. *Be it enacted by the General Assembly of Maryland,* That the increase of the capital stock of the Baltimore Terminal Company from \$1,000,000 to \$1,500,000 be and the same is hereby ratified and confirmed, and that the said Baltimore Terminal Company, its successors and assigns, be and it is hereby authorized and empowered to construct, maintain and operate its line of railway from some convenient point in the city of Baltimore to a point in Baltimore county at or near Clifford Junction, and the said Baltimore Terminal Company is hereby authorized to lay tracks, and build, maintain and operate its line on such streets in the city of Baltimore as it has been or may be authorized so to do by the Mayor and City Council of Baltimore, and also over and upon its private right-of-way, above the present grade, from a point at or near the intersection of Scott and Stockholm streets, with the proper approaches therein; thence southerly towards its said terminus in Baltimore county by overhead structure and fills to a point beyond the south side of Gwynn's falls, with approaches, crossing all

Capital stock  
to be in-  
creased, etc.