

Upper Marlboro, to be used in the improvement of said streets and roads.

SEC. 2. *And be it further enacted,* That all Acts or parts of Acts, inconsistent with this Act, be and the same are hereby repealed.

SEC. 3. *And be it further enacted,* That this Act shall take effect from the date of its passage.

Approved March 10th, 1914.

CHAPTER 37.

AN ACT, in pursuance of the power of taxation and of the police power, and the general power of the Legislature over public highways, and in the exercise of the reserved power to alter or repeal the charter of all corporations incorporated since the Constitution of 1850; imposing upon every corporation occupying with railroad or street railway tracks any portion of any public highway of Baltimore City, the obligation to pay the cost or expense of paving or repaving the portion of such highway lying within the track or tracks and for a distance of two feet outside of each outer rail of said track or tracks, whenever the said highway shall be paved or repaved with improved paving by the Paving Commission of Baltimore City, the State Roads Commission, the Annex Improvement Commission, the City Engineer, or any other public commission, board or agency.

WHEREAS, There are existing in the public highways of Baltimore City a large number of railroad and street railway franchises, a large portion of which were granted many years ago, either without consideration or for a very inadequate consideration, and at a time when the streets of the city were either not paved at all or paved with cobble; and

WHEREAS, With the growth of the city, said franchises have come to be of very great value; and

WHEREAS, The public safety and convenience and the proper regulation of the use of the streets now require that cobblestone paving, or other inferior condition, should be replaced with some form of improved paving as rapidly as conveniently may be done, and such replacement is now being carried on rapidly in the City of Baltimore; and