

ORDINANCES and RESOLUTIONS
APPROVED BY THE
MAYOR and COUNCILS
OF THE
CITY OF PHILADELPHIA
RELATING TO THE
PENNSYLVANIA RAILROAD COMPANY
FROM
1893 to December 31st, 1903



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ORDINANCES.

AN ORDINANCE

Granting permission to George A. Castor to construct a railroad track across Soley avenue, to connect with the tracks of the Bustleton Railroad Company, Thirty-fifth Ward.

SECTION I. *The Select and Common Councils of the City of Philadelphia do ordain*, That permission is hereby granted to George A. Castor to construct a railroad track across Soley avenue to connect his stone quarry with the tracks of the Bustleton Railroad Company, in the Thirty-fifth Ward; said tracks to be built under the supervision and direction of the Department of Public Works, after permission has been first obtained from the Board of Highway Supervisors, and to be removed on the passage of an ordinance or resolution to that effect. The said George A. Castor shall first pay fifty (50) dollars into the City Treasury for the printing of this ordinance.

Approved this third day of March, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 34.)

AN ORDINANCE

To authorize the Director of the Department of Public Safety to enter into a new lease with the Camden and Atlantic Railroad Company, present lessee of Vine street landing, Delaware river.

SECTION I. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the

Department of Public Safety be, and he is hereby authorized to enter into a new lease, to take effect on the expiration of the term of the existing lease, dated July 1, 1893, with the Camden and Atlantic Railroad Company, the present lessees of the Vine street landing, Delaware river, for a term of seven years, at the annual rental as contained in said lease, viz: Seventeen hundred (1700) dollars: *Provided*, The lessees shall, at their own expense, repair the wharves when necessary, and do all the dredging required by the Board of Port Wardens, and shall, at their own expense, extend the landing to the new Port Wardens line when instructed. All repairs to be made under the direction of the Department of Public Safety (Bureau of City Property).

Approved the fifth day of March, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 37.)

AN ORDINANCE

To authorize the Director of Public Safety to enter into new leases with the Pennsylvania Railroad Company, present lessees of certain properties situated upon the Delaware river.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Safety be, and is hereby authorized to enter into new leases, to take effect upon the expiration of the terms of those now existing, dated respectively, October 1, 1893 and April 1, 1894, with the Pennsylvania Railroad Company, present lessees of that certain wharf property or landing at the foot of Walnut street, and of that certain wharf property or landing at the foot of Reed street, all in the City of Philadelphia and situate upon the Delaware river. Said new leases to be for a term of seven

years at the annual rental as contained in said leases, to wit: Walnut street landing, dated October 1, 1893, five hundred (500) dollars; Reed street landing, dated April 1, 1894, three hundred (300) dollars: *Provided*, The lessees shall at their own expense repair the wharves when necessary and do all dredging required by the Board of Port Wardens at the above wharves, and shall at their own expense extend the wharves to the new Port Wardens' line when instructed; all repairs to be made under the direction of the Department of Public Safety, Bureau of City Property.

Approved the fifth day of March, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 38.)

AN ORDINANCE

To authorize the construction of a siding by the Kensington and Tacony Railroad Company on their Frankford Creek branch.

SECTION I. *The Select and Common Councils of the City of Philadelphia do ordain*, That permission is hereby granted to the Kensington and Tacony Railroad Company to construct a siding on their Frankford Creek branch, beginning at a point near Pearce street in the Twenty-third Ward, and crossing Orthodox street at the intersection with Pearce street; extending over their own property to the south side of Bermuda street; thence along Bermuda street and over their right of way to and across Frankford street into the property of the Mason Fruit Jar Company, for the purpose of giving railroad facilities to warehouses and manufactories located along said siding.

Said Kensington and Tacony Railroad Company shall

remove said siding upon the passage of an ordinance by Councils to that effect, and shall pay into the City Treasury the sum of fifty dollars for the printing of this ordinance.

Approved the twenty-seventh day of March, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia

(Ordinances 1894, Page 82.)

AN ORDINANCE

To regulate the use of hotel coaches or wagons, cabs, coupes, hacks, hansoms or carriages, licensed as common carriers of passengers.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That it shall be unlawful and a public nuisance for the driver or owner of any hotel coach or wagon, cab, coupe, hack, hansom or carriage licensed as a common carrier of passengers by the authorities of the City of Philadelphia, to stand in front with (excepting when taking on or letting off a passenger or passengers), or drive such public licensed cab, coupe, hack, hansom or carriage back and forth in front of any Public Building belonging to the City or railroad station, to the discomfort, inconvenience or detriment of the uses of such public building or station, unless authorized to do so by the Mayor of the City of Philadelphia, which shall be evidenced by a certificate duly issued by him.

SECT. 2. Any firm or individual, either by themselves or employes, violating the provisions of the first section of this ordinance shall be subject to arrest upon a proper warrant, and if found guilty of the offense as in hereinbefore provided shall be subject to a fine of ten (10)

dollars, to be collected as like penalties are by law recoverable.

Approved the twenty-eighth day of March, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 98.)

AN ORDINANCE

To authorize the Bergner and Engel Brewing Company to lay a railroad track or siding on Thirty-third street between Thompson and Master streets.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That permission be, and is hereby granted to the Bergner and Engel Brewing Company to lay and maintain a railroad track or siding on Thirty-third street between Thompson and Master streets; the track or siding to be laid at a distance of fourteen feet from the building line, and shall be removed at any time that Councils may by ordinance or resolution so direct. Before a permit is granted for the laying of said track or siding fifty (50) dollars shall be paid by said Company into the City Treasury for the printing of this ordinance.

Approved the thirtieth day of March, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 100.)

AN ORDINANCE

To revise the lines and grades upon the City plan of all streets in the territory embraced between Cumberland

street on the north and Aramingo canal on the south, and east of Richmond street, and to vacate and strike from the City plan Delaware avenue from Shackamaxxon street to Cumberland street, Ball, Norris, Plum, York and Rush streets, east of Richmond; Beach street, from a point near Aramingo canal northeast to the north side of Cumberland street; Clayborne, from Plum to Ball street, and Artisan street, from East Norris street to Ball street; and to widen Richmond street on the westerly side, from the north line of Cumberland street to the angle northeast of the Aramingo canal to the width of one hundred and twenty (120) feet, and to place on the plan a new street from the angle northeast of the Aramingo canal to Beach street; to widen Cumberland street on the southwestwardly side to a width of one hundred and twenty (120) feet from the northwestwardly line of Richmond street, to the northwestwardly line of Aramingo canal; to locate and place upon the City plan a street one hundred (100) feet wide to be called Aramingo avenue, from the intersection of East Girard avenue and Ash street to the southwestwardly side of Cumberland street near Thompson street; to widen Norris street on the southwestwardly side to a width of one hundred (100) feet from Richmond street to Moyer street; to locate and place upon the City plan a street one hundred (100) feet wide on the bed of of Aramingo canal from the southwardly side of Beach street to East Girard avenue, and from the northeastwardly side of Cumberland street to Somerset street; to strike from the City plan and vacate Aramingo canal from East Norris street northward to the line of proposed Aramingo avenue near Cumberland street; to revise the lines and grades upon the City plan of all streets in the vicinity that may be affected by the opening, widening and vacating of the streets aforesaid; to provide for the removal of the railroad tracks now on Beach and Cumberland streets; to provide for the entrance of

security by the City of Philadelphia, and to direct the making of the physical changes required to carry this ordinance into effect.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works be, and is hereby authorized and directed to revise the lines and grades upon the City plan of all streets in the territory between Cumberland street and Aramingo canal east of Richmond street, and to vacate and strike from the City plan Delaware avenue, from Shackamaxon street to Cumberland street, Ball, East Norris, Plum, York, and Rush streets from Richmond street to Beach street; Clayborne, from Plum to Ball street, and Artisan street, from East Norris street to Ball street; Beach street, from a point near Aramingo canal to the northeast side of Cumberland street, and so much of Cumberland street as forms the intersection with Beach street; and to widen Richmond street on the west-erly side from the north side of Cumberland street to the angle northeast of the Aramingo canal, to the width of one hundred and twenty (120) feet, and to place a new street one hundred and twenty (120) feet wide upon the City plan from angle northeast of Aramingo canal to Beach street; the widening and extension of Richmond street, to be made in such manner as to place the least expense upon the City, and the present curb line on the east side shall be the easternmost line of the widened street, and to revise the lines and grades and widen Cumberland street on the southwestwardly side thereof to a width of one hundred and twenty (120) feet, from Richmond street to Aramingo canal; to locate and place upon the City plan, on the bed of Aramingo canal, a street one hundred (100) feet wide, to be named Aramingo avenue, from the southwesterly side of Beach street to the inter-section of Norris street with East Girard avenue, and from Cumberland street to Somerset street; to place upon the City plan a street one hundred (100) feet wide, from

the intersection of East Girard avenue and Ash street to Cumberland street, to be named Aramingo avenue, by locating the said avenue to extend from East Girard avenue and Ash street to the northwestwardly side of East Norris street; by revising the lines and widening Moyer street from East Norris street to York street on the southeasterly side thereof to the width of one hundred (100) feet; by locating upon the City plan the said avenue from York street to Cumberland street; to revise the lines and grades, and widen Norris street on the southwestwardly side thereof to the width of one hundred (100) feet, from Richmond street to Moyer street; to strike from the City plan and vacate Aramingo canal, from East Norris street northward to the line of the proposed Aramingo avenue near Cumberland street; and to authorize the revision of the lines and grades of all streets in the vicinity in any wise affected by the location, widening and vacating of streets herein provided for, and such other revisions as may be necessary to perfect the City plan in that locality.

SECT. 2. The Mayor of the City of Philadelphia is hereby authorized from time to time, as required, to carry into effect the provisions of this ordinance, to enter security on behalf of the City of Philadelphia for the payment of any and all damages which may arise by reason of the revision of the lines and grades, the taking and condemnation of any property, and the vacation of streets, and any or all of the changes required by this ordinance. As soon as the City plans shall have been confirmed by the Board of Surveyors, the Department of Public Works is hereby authorized and directed to give the proper three months' legal notice to property owners, and to proceed with the work of making the physical changes hereby authorized as rapidly as possible, and separately or together until all of said streets shall have been laid out and opened, and all streets to be vacated shall be vacated and closed to public use as hereinbefore provided.

The Mayor of the City of Philadelphia and the Director of Public Works be, and they are hereby authorized to vacate and close to public use Aramingo canal, from East Norris street northward to the line of the proposed Aramingo avenue near Cumberland street as soon as the Pennsylvania Railroad Company, and the River Front Company shall dedicate to public use so much of its ground as shall be required for the opening of Richmond street and the extension of East Girard avenue by the widening of Moyer street as hereinbefore provided.

SECT. 3. The Pennsylvania Railroad Company, the River Front Railroad Company and the Philadelphia and Reading Railroad Company, in so far as they may be affected by the changes required by this ordinance, are hereby given and granted the same rights and privileges over and upon the proposed Aramingo avenue between Beach street and Richmond street, and on Richmond street, from Aramingo avenue to Cumberland street, which they now enjoy on Beach street north of Aramingo canal, and on Cumberland street between Richmond and Beach streets, so that the said several railroad companies shall have and enjoy equal facilities and privileges on the said proposed Aramingo avenue from Beach street to Cumberland street as are now conferred on them and enjoyed by them under existing laws and ordinances; on Beach street northeast of Aramingo canal, and on Cumberland street between Beach street and Richmond street, and shall have the right to construct their tracks upon said Aramingo avenue and Richmond street, from Beach street to Cumberland street, without additional legislation of Councils, and the Mayor and Department of Public Works are hereby authorized to permit said railroad companies to make and lay such turnouts and sidings as shall be necessary to enable them to receive and deliver freight to Aramingo avenue and Richmond street from the junction of said Aramingo avenue and Beach street to the junction of widened Richmond street

and Cumberland street into and upon abutting properties: *Provided*, All the railroads named in this section shall, prior to using said Aramingo avenue and Richmond street, severally agree to surrender to the City of Philadelphia such rights and privileges as they now enjoy upon Beach street northeasterly of Aramingo canal, and on Cumberland street from Beach street to Richmond street, immediately; it being understood and agreed that the tracks of the River Front Railroad shall first be located, provided the location is made within one year from the approval of this ordinance, upon the said new street between Beach and Richmond streets, and upon Richmond street, between the Aramingo canal and Cumberland street as will give them equal facilities to reach the manufactories along said streets, to what they enjoy at present upon said Beach and Cumberland streets: *Provided*, That nothing herein contained shall interfere with the location of the tracks of the Philadelphia Belt Line Railroad, provided for in Section 4.

SECT. 4. The Philadelphia Belt Line Railroad Company is hereby authorized and empowered to re-locate and lay its tracks from Beach street and Aramingo avenue, along the northerly side of Aramingo avenue, and along the southeasterly side of Richmond street to Cumberland street, and thence along the southwardly side of Cumberland street to Aramingo avenue, with the privileges of elevating its tracks from Richmond street along the side of Cumberland street so as to connect the same with its proposed elevated railroad on said Aramingo avenue above Cumberland street, and to cross Cumberland street so as to connect its tracks with the tracks of the Philadelphia and Reading Railroad Company; and the Mayor and the Director of Public Works are authorized to permit such changes in the line of said road as shall effectually carry out this provision without any additional legislation of Councils, and to permit said railroad to make and lay such turnouts and sidings as

shall be necessary to enable said Railroad Company to deliver freight on said Aramingo avenue and Richmond street: *Provided*, That the said Railroad Company shall first agree to surrender such rights and privileges as it now enjoys or is lawfully entitled to upon Beach street north of Aramingo canal, and also on Aramingo canal or street between Richmond street and Cumberland street. It is hereby understood and agreed that the Philadelphia Belt Line Railroad Company's tracks shall be located next to the curb line along the southeasterly side of widened Richmond street.

SECT. 5. The William Cramp & Sons Ship and Engine Building Company is hereby authorized and empowered to locate and lay a switch or siding on Cumberland street from Beach street to Richmond street, so as to connect their works with the railroad tracks of either the Philadelphia Belt Line Railroad, the River Front Railroad, the Philadelphia and Reading Railroad, or the Pennsylvania Railroad tracks, to best promote their business interests. Plans for the same to be first approved by the Department of Public Works.

SECT. 6. The William Cramp & Sons Ship and Engine Building Company shall agree that they will make no claims for damages for property taken or injuries sustained by widening, extending or opening any of the said streets or avenues, or the vacation of the streets, or because of any changes herein authorized, and the City of Philadelphia hereby release the William Cramp & Sons Ship and Engine Building Company in consideration thereof of all claims for benefits by reason of the same.

SECE. 7. All ordinances or parts of ordinances inconsistent herewith or rendered unnecessary by this ordinance be, and they are hereby repealed.

Approved the third day of April, A. D. 1894.

EDWIN S STUART,

Mayor of Philadelphia.

(Ordinances 1894, Page 145.)

AN ORDINANCE

To make appropriations for, and to authorize the construction of certain new bridges, and to authorize the Director of the Department of Public Works to appoint inspectors and pay for inspection, and authorizing the Mayor to enter security for damages to private property

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain, That the Director of the Department of Public Works be, and is hereby authorized and directed to enter into contracts for the construction of new bridges, as follows: Over the Schuylkill river at Falls of Schuylkill, near the site of the old bridge; on the line of Girard avenue, over Pennsylvania avenue; on the line of Forty-ninth street, over the West Chester and Philadelphia Railroad; on the line of Seventeenth street, under the Connecting Railway; on the line of Duval street, under and on the line of Wayne street, over the Germantown and Chestnut Hill branch of the Pennsylvania Railroad; at the intersection of Sixth street and Allegheny avenue, over the Richmond branch of the Philadelphia and Reading Railroad; on the line of Torresdale avenue, over Peunypack Creek; on the line of Torresdale avenue under the Bustleton branch of the Pennsylvania Railroad; on the line of Bridgestreet, over Frankford Creek; on the line of Sixty-third street, over the Philadelphia, Wilmington and Baltimore Railroad; on the line of Wyoming avenue, over Frankford creek and Fisher's lane; on the line of Evergreen avenue, over the Germantown and Chestnut Hill branch of the Philadelphia and Reading Railroad; on the line of Magnolia avenue, under the Germantown and Chestnut Hill Branch of the Philadelphia and Reading Railroad; for the construction of abutments and piers for bridges on the line of Thirty-third street, over the Philadelphia and Reading Railroad and over the Connecting Railway.*

SECT. 2. That the following sums to be taken from the items for new bridges in the annual appropriation to the Department of Public Works, Bureau of Surveys be, and are hereby set aside for the construction of said bridges: For bridge over the Schuylkill river at Falls of Schuylkill, three hundred thousand (300,000) dollars; Girard avenue, over Pennsylvania avenue, twenty-eight thousand (28,000) dollars; *Forty-ninth street over the West Chester and Philadelphia Railroad, twenty-five thousand (25,000) dollars; Seventeenth street under the Connecting Railway, fifty thousand (50,000) dollars; Duval street under Wayne street over the Germantown and Chestnut Hill Branch of the Pennsylvania Railroad, fifty thousand (50,000) dollars; Intersection of Sixth street and Allegheny avenue over the Richmond Branch of the Philadelphia and Reading Railroad, eighty thousand (80,000) dollars; Torresdale avenue over Pennypack Creek, sixty thousand (60,000) dollars; Torresdale avenue under the Bustleton Branch of the Pennsylvania Railroad, fifteen thousand (15,000) dollars; Bridge street over Frankford Creek, twenty-five thousand (25,000) dollars; Sixty-third street over the Philadelphia, Wilmington and Baltimore Railroad, twenty-five thousand (25,000) dollars; Wyoming avenue over Frankford creek and Fisher's lane, fifty thousand (50,000) dollars; Evergreen avenue, over the Germantown and Chestnut Hill branch of the Philadelphia and Reading Railroad, four thousand (4,000) dollars; Magnolia avenue under the Germantown and Chestnut Hill branch of the Philadelphia and Reading Railroad, three thousand (3,000) dollars; *abutments and piers for bridges on the line of Thirty-third street, over the Philadelphia and Reading Railroad, and over the Connecting Railway, seventy thousand (70,000) dollars; Provided, That in the event of any of the aforesaid bridges costing less than the sums herein set aside for their construction, the Director of the Department of Public Works is hereby authorized, at his discretion, to use the said balances or any part thereof, for the completion of any**

of the bridges herein named, for which the sum set aside is insufficient.

SECT. 3. That the Director of the Department of Public Works be, and is hereby authorized and directed to advertise for proposals and to award contracts, as provided by existing ordinances and laws, for the construction of the said bridges, and in accordance with drawings and specifications to be prepared by the Department of Public Works.

SECT. 4. That the Director of the Department of Public Works be, and is hereby directed to appoint inspectors as may be requisite, and to pay for inspection, transportation and incidental expenses, charged to the appropriations for the construction of the said bridges.

SECT. 5. That the Mayor is hereby authorized to enter security on behalf of the city, to indemnify the owners of private property who may be injured by reason of the construction of the said bridges.

Approved the eleventh day of May, A. D. 1894.

EDWIN S. STUART,

Mayor of Philadelphia

(Ordinances 1894, Page 206.)

AN ORDINANCE

To revise the lines and grades of the territory bounded by Broad street, Twelfth street, Clearfield street and the Connecting Railroad, in the Thirty-seventh Ward.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works be authorized to revise the lines and grades of the territory bounded by Broad street, Twelfth street, Clearfield street, and the Connecting Railroad, in the Thirty-seventh Ward: *Provided*, The owners

of property will agree that such revision shall be at no expense to the City of Philadelphia.

Approved the eleventh day of May, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 208.)

AN ORDINANCE

To authorize the construction of a retaining wall at the intersection of Natrona street with the Connecting Railroad.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works be authorized and directed to construct a retaining wall at the intersection of Natrona street and the Connecting Railroad at a cost not to exceed two thousand five hundred (2,500) dollars, to be taken from Item No. 2 in the annual appropriation to the Department of Public Works (Bureau of Highways.)

Approved the eighteenth day of June, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 261.)

AN ORDINANCE

To grant permission to the Franklin Sugar Refining Company to construct a siding on Penn street.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That permission be, and is hereby granted to the Franklin Sugar Refining Com-

pany to extend their private siding now on private property, between Almond and Bainbridge streets, over and across Bainbridge street, and along Penn street to the south line of South street; the said railroad siding to be used in the interest of the said The Franklin Sugar Refining Company, and shall be removed upon the passage of an ordinance or resolution by Councils to that effect; said company shall first pay to the City Treasurer fifty (50) dollars for printing this ordinance.

Approved the twenty-eighth day of June, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 285.)

AN ORDINANCE

To authorize the construction of a bridge on the line of the Philadelphia, Germantown and Chestnut Hill Branch of the Pennsylvania Railroad, so as to carry Jefferson street under said railroad.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Works be hereby authorized to advertise for bids, and award the contract for the construction of a bridge on the line of the Philadelphia, Germantown and Chestnut Hill Branch of the Pennsylvania Railroad, so as to carry Jefferson street under said railroad; the cost of said bridge to the City not to exceed twenty thousand (20,000) dollars, the said amount to be taken from the item for new bridges in the annual appropriation to the Department of Public Works, Bureau of Surveys: *Provided*, That the Pennsylvania Railroad Company, or property owners in the vicinity of said street, first enter into an agreement satisfactory

to the City Solicitor, agreeing to pay one-third of the total cost of said bridge.

Approved the twenty-ninth day of June, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 305.)

AN ORDINANCE

To revise the lines and grades of that portion of the Thirty-fourth Ward lying between Belmont avenue, Fifty-second street, Columbia (or Leidy) avenue and Merion avenue.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works be authorized to revise the lines and grades of that portion of the territory in the Thirty-fourth Ward, lying between Belmont avenue on the east, Fifty-second street on the west, Columbia (or Leidy) avenue on the north, and Merion avenue on the south, so as to strike from the plans of the City the following streets between the points named: Jefferson street from Belmont avenue to a point 250 feet east of Fifty-second street, Oxford (or Heston) street from a point 250 feet east of Fifty-second street to the angle in said street west of Belmont avenue, Fifty-first street from the south side of Columbia (or Leidy) avenue to Jefferson street, Fiftieth street from the south side of Columbia avenue to the north side of Merion avenue, Forty-ninth street from the south side of Columbia avenue to Jefferson street, Forty-eighth street from the south side of Columbia avenue to Jefferson street; and to locate and place upon the plans of the City, a certain new street 30 feet in width to be called Fifty-first-and-a-half street from Columbia avenue to Jefferson street,

the west line at the distance of 220 feet eastward from the east side of Fifty-second street; also to reduce the width of Jefferson street, from Fifty-second street to the east side of Fifty-first-and-a-half street to 50 feet. Also, to place on the City plan a street, 40 feet in width, to be called Forty-four-and-a-half street, from the angle in Heston street northward to Columbia avenue parallel with Belmont avenue, and at the distance of 200 feet westward therefrom: *Provided*, That the Pennsylvania Railroad Company shall guarantee to the City of Philadelphia access at all times to the sewers constructed through their property, and shall in no wise interfere with the same: *Also, Provided*, That George W. Sherman and the Pennsylvania Railroad Company shall dedicate so much of their ground as is included within the lines of the proposed Fifty-first-and-a-half street and Forty-four-and-a-half street, and shall enter a bond satisfactory to the City Solicitor, agreeing to pay any and all damages that may arise by reason of the changes in lines and grades specified in this ordinance.

Approved the eighth day of November, A. D. 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 406.)

AN ORDINANCE

To revise the lines and grades of a portion of Plan No. 262. in the Twenty-fourth Ward.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works be authorized and directed to revise a portion of Plan No. 262, in the Twenty-fourth Ward, so as to strike therefrom Mantua avenue from Parrish street to Fortieth street, and from Westminster avenue

to Forty-first street; Thirty-ninth street from Parrish to Mantua avenue, and Union street from Ogden street to Mantua avenue; and to widen Parrish street on the north side from Mantua avenue to Union street, and Union street on the east side from Parrish street to Ogden street, making said streets 60 feet in width, and to round the corners at Parrish and Union streets and Ogden and Union streets, and to make the necessary revision of grades: *Provided*, The Pennsylvania Railroad Company shall first dedicate to the City of Philadelphia the ground necessary for the widening of said Parrish and Union streets, and shall dedicate so much of their ground as lies within the lines of Mantua avenue between Fortieth street and Westminster avenue, and shall remove the buildings thereon erected.

Approved the twenty-first day of November, A. D 1894.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1894, Page 425.)

AN ORDINANCE

To authorize the Pennsylvania and New Jersey Railroad Company to construct its railroad across and above certain streets in the City of Philadelphia, and to authorize the Department of Public Works to revise the lines and grades of certain plans.

WHEREAS, The Pennsylvania and New Jersey Railroad Company have, under authority granted by law, projected and are about to construct their line of railroad to extend from a connection with the Connecting Railway near Frankford avenue and Butler street to and across the Delaware River, to connect with the lines of the United Railroads of New Jersey, in the State of New Jersey; and

WHEREAS, In the construction of said railroad as projected it is necessary that certain streets shall be crossed by bridging the same, and the said Railroad Company has at a large expenditure of money obtained rights-of way for said line through private property, so that there will be substantially no interference with the streets of the City of Philadelphia; therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Pennsylvania and New Jersey Railroad Company be, and it is hereby authorized to cross by overhead bridges the streets in the Twenty-fifth and Twenty-third Wards lying between Frankford avenue and the Delaware River: *Provided*, That the structure for crossing said streets shall not interfere with the use of the same as public thoroughfares, and that the clear headway at each bridge shall not be less than fourteen (14) feet and that the plans for said bridges shall be filed with the Department of Public Works.

SECT. 2. That the said Pennsylvania and New Jersey Railroad Company shall agree to keep the said railroad when constructed in good order and condition, and to save the City of Philadelphia harmless, so far as the City may be liable, from any responsibility or liability whatever that may grow out of the use of the said railroad.

SECT. 3. The Department of Public Works be and is hereby authorized to revise the lines and grades of the streets on Plans Nos. 187, 55 and 305, over which the line of said Pennsylvania and New Jersey Railroad will pass, and that fifty (50) dollars be first paid in the City Treasury by said company for the printing of this ordinance.

Approved the fourteenth day of December, A. D. 1894.

EDWIN S. STUART,

Mayor of Philadelphia.

(Ordinances 1894, Page 446.)

AN ORDINANCE

To authorize the opening of Delaware avenue to its full width as now laid down on the City plan, from Vine to South street, in the Fifth and Sixth Wards.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works be, and is hereby authorized and empowered to notify the owners of property over and through which Delaware avenue to its full width as now laid down on the City plan, from Vine to South street, will pass, that at the expiration of three months from the date of said notice, said street will be required for public use, except those owning the property on the west side of Delaware avenue, between Market and Walnut streets, which is hereby exempted from the operation of this Ordinance.

SECT. 2. The Mayor of the City of Philadelphia is hereby authorized and empowered to negotiate with said property owners, to adjust the amount of damages to be paid on account of said opening, or may take such other lawful means to determine amount of damages to be paid, and report to Councils the result of such negotiations as early as possible.

Approved the eleventh day of March, A. D. 1895.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1895, Page 32.)

AN ORDINANCE

To locate and place upon the City plan a new street, to be a continuation of Delaware avenue, and to be named Delaware avenue, to extend northeastwardly of the width of one hundred and fifty feet, from Fairmount

avenue to a point in Beach street near Poplar street, thence continuing northeastwardly of the width of one hundred and forty feet, the southeast line thereof being approximately the southeast line of Beach street, to near Marlborough street, thence continuing in a northeastwardly direction of the width of one hundred and twenty feet to a point in Richmond street south of Norris street, in the Eleventh, Sixteenth and Eighteenth Wards.

SECTION 1. *The Select and Common Councils of the City of Philadelphia, do ordain,* That the Department of Public Works be, and is hereby authorized to locate and place upon the City plan, a new street, to be a continuation of Delaware avenue, and to be named Delaware avenue, to extend northeastwardly of the width of one hundred and fifty feet from Fairmount avenue to a point in Beach street near Poplar street, thence continuing northeastwardly of the width of one hundred and forty feet, the southeast line thereof being approximately the southeast line of Beach street, to a point near Marlborough street; thence continuing in a northeastwardly direction of the width of one hundred and twenty feet, intersecting Richmond street near Montgomery street, crossing Susquehanna avenue near Richmond street, thence intersecting Richmond street at a point south of Norris street, in the Eleventh, Sixteenth and Eighteenth Wards, and to authorize the revision of the lines and grades of all streets in the vicinity in any wise affected by the location of grades of the said Delaware avenue, and such other revisions as may be necessary to perfect the City plan in that locality.

Approved the eleventh day of March, A. D. 1895.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1895, Page 34.)

AN ORDINANCE

To revise the lines and grades of a portion of the City plan between Allegheny avenue and Wingohocking street, and between American street and Frankford avenue, and to revise the lines and grades of Erie avenue between Second street and Frankford avenue, and to strike from the City plan certain streets, and to widen other streets, in the Twenty-fifth and Thirty-third Wards.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works be, and the same is hereby authorized to revise the lines and grades of that portion of the City plan between Allegheny avenue and Wingohocking street, and between American street and Frankford avenue, in the Twenty-fifth and Thirty-third Wards, and to revise the lines and grades of Erie avenue, by making the width thereof one hundred feet, and locating it so as to extend from a point west of Second street to a point in Butler street east of Front street, and from thence eastward in such a position that the north line thereof shall conform to the north line of Butler street as originally platted fifty feet wide, to Kensington avenue, and from the intersection of Kensington avenue and Butler street the avenue shall extend southeastwardly of the width of eighty feet to the present intersection of Butler street and Frankford avenue south of the Connecting Railway. And to strike from the City plan Mascher street and "A" street between Venango street and Butler street, "C" street, "E" street and "H" street between Tioga street and Butler street, "J" street between Venango street and Erie avenue, and Venango street between "B" street and "F" street. And to increase the width of Front street, "B" street and "D" street between Tioga street and Butler street, "I" street between Kensington avenue and Wingohocking street, "G" street between Allegheny avenue and Butler street, and Tioga street be-

tween "B" street and Kensington avenue to eighty feet; to increase the width of "F" street between Allegheny avenue and Erie avenue to sixty feet, and to widen "L" street on the southeast side thereof between Kensington avenue and Butler street to the width of eighty feet: *Provided*, The Pennsylvania Railroad Company, the Philadelphia and Bustleton Railroad Company and the Connecting Railway Company first enter into an agreement satisfactory to the City Solicitor, to dedicate to public use such portions of Erie avenue, Tioga street, Front street, "B" street, "D" street, "L" street and "F" street and Venango between Mascher and "B" streets, which pass through the properties of said companies, immediately upon the confirmation of the plan.

Approved the thirtieth day of March, A. D. 1895.

EDWIN S. STUART,
Mayor of Philadelphia.

(Ordinances 1895, Page 67.)

AN ORDINANCE

To authorize the resurfacing of Delaware avenue, from the Pennsylvania Railroad to Jones lane.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain.* That the Department of Public Works be authorized to resurface Delaware avenue, from the Pennsylvania Railroad to Jones lane with ashes, at a cost not to exceed (1,000) dollars, and shall charge the same to Item 4, in the annual appropriation to the Department of Public Works (Bureau of Highways), for the year 1895.

Approved the twenty-seventh day of June, A. D. 1895.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1895, Page 150.)

AN ORDINANCE

To amend ordinance, approved the thirtieth day of March, 1895, entitled "An Ordinance to revise the lines and grades of a portion of the City plan, between Allegheny avenue and Wingohocking street, and between American street and Frankford avenue, and to revise the lines and grades of Erie avenue, between Second street and Frankford avenue, and to strike from the City plan certain streets, and to widen other streets, in the Twenty-fifth and Thirty-third Wards."

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the ordinance, approved the thirtieth day of March, 1895, entitled "An Ordinance to revise the lines and grades of a portion of the City plan, between Allegheny avenue and Wingohocking street, and between American street and Frankford avenue, and to revise the lines and grades of Erie avenue, between Second street and Frankford avenue, and to strike from the City plan certain streets, and to widen other streets in the Twenty-fifth and Thirty-third Wards," be amended by adding at the end thereof, the following: "In consideration of the dedication of said streets, the said companies shall be exempt from the assessment of any benefits for the opening of the streets on the portion of the plan authorized to be revised."

Approved the sixteenth day of November, A. D. 1895.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1895, Page 265.)

AN ORDINANCE

To amend ordinance, approved March 30, 1895, entitled "An Ordinance to revise the lines and grades of a portion of the City plan, between Allegheny avenue

and Wingohocking street, and between American street and Frankford avenue, and to revise the lines and grades of Erie avenue, between Second street and Frankford avenue, and to strike from the City plan certain streets and to widen other streets in the Twenty-fifth and Thirty-third Wards."

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That Section 1 of an ordinance approved March 30, 1895, entitled "An Ordinance to revise the lines and grades of a portion of the City plan between Allegheny avenue and Wingohocking street, and between American street and Frankford avenue, and to revise the lines and grades of Erie avenue, between Second street and Frankford avenue, and to strike from the City plan certain streets, and to widen other streets in the Twenty-fifth and Thirty-third Wards, be, and the same is hereby amended by striking out the words "and to revise the lines and grades of Erie avenue by making the width thereof one hundred (100) feet, and locating it so as to extend from a point west of Second street to a point in Butler street east of Front street, and from thence eastward in such a position, that the north line thereof shall conform to the north line of Butler street, as originally platted fifty (50) feet wide to Kensington avenue, and from the intersection of Kensington avenue and Butler street the avenue shall extend southeastwardly of the width of eighty (80) feet to the present intersection of Butler street and Frankford avenue south of the Connecting Railway," and inserting the words "And to revise the lines and grades of Erie avenue by making the width thereof one hundred (100) feet, and locating it so as to extend from a point west of Second street to a point in Butler street east of Front street, and from thence eastward in such a position that the north line thereof shall conform to the north line of Butler street, as originally platted, fifty (50) feet wide to "M" street, and from the intersection of "M" street and Butler street, the avenue shall extend southeast-

wardly of the width of eighty (80) feet to the present intersection of Butler street and Frankford avenue south of the Connecting Railway." *And also provided*, That the Pennsylvania Railroad Company, the Connecting Railway Company, and the Philadelphia & Bustleton Railroad Company, and the Fairhill Railroad Company, accept the ordinance as amended.

Approved the thirty-first day of December, A. D. 1895.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1895, Page 391.)

AN ORDINANCE

Authorizing J. Straubmiller to construct a siding into his brewery on Trenton avenue, to connect with Pennsylvania Railroad tracks.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That permission be and is hereby given to J. Straubmiller to construct a siding on the east side of Trenton avenue, between Emilen and Adams street, to connect his brewery (which occupies the entire space between the streets named) with the Pennsylvania Railroad tracks. Said siding to be laid under the supervision of the Department of Public Works after a permit has first been obtained from the Board of Highway Supervisors, and fifty (50) dollars paid into the City Treasury by said J. Straubmiller to pay for printing this ordinance. The permission hereby given may be at any time annulled by the passage of a resolution or ordinance to that effect.

Approved the ninth day of March, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 56.)

AN ORDINANCE

Regulating applications by corporations for an original or first grant of rights, privileges and franchises, or for consent to the use and enjoyment thereof within the City of Philadelphia.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That any application hereafter made by or on behalf of any corporation to the said Councils for an original or first grant of rights, privileges or franchises, or for consent to the use and enjoyment thereof within said City shall be accompanied with a certificate under the respective signatures and oaths or affirmations of the President, Secretary and Treasurer of such Corporation, containing a statement of the following facts, viz: The amount of the authorized capital stock of said corporation; the names and residences of the incorporators thereof; the place of the incorporation; the names and residences of the officers of said corporation; the amount of the capital stock subscribed in cash, and the names and residences of such subscribers; the amount of cash actually paid in on said stock; the amount of stock, if any, which has been issued or which it is proposed to issue in the purchase of property and the property which has been or is to be thus acquired; which said certificate shall be made a part of and printed in the Appendix with the Report of the Committee on the proposed Ordinance.

Approved this third day of January, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 10.)

AN ORDINANCE

Regulating the prices or rates to be charged for the

services rendered to the City of Philadelphia and to the inhabitants of said City by any person or persons or corporation receiving an original or first grant of rights, privileges, and franchises.

SECTION I. *The Select and Common Councils of the City of Philadelphia do ordain*, That each and every ordinance by which rights, privileges, and franchises, or permission or consent to use and enjoy the same, in the City of Philadelphia shall be originally or for the first time granted to any person or persons or corporation shall specify the maximum price or rate to be charged for the service proposed under the grant or consent of said ordinance to be rendered to the City of Philadelphia or to the inhabitants of said City, which said price or rate shall not be thereafter increased except by the adoption of a joint resolution by Councils to that effect; and the person or persons or corporation upon which such original or first grant, permission or consent shall be conferred shall enter into an agreement in manner and form to be approved by the City Solicitor, which agreement shall provide that the said rights, privileges, and franchises granted, permitted, or consented to by said ordinance, and all other rights, privileges, and franchises thereafter in any wise granted and conferred upon such person or persons or corporation by any ordinance thereafter passed by Councils and approved by the Mayor shall be held and enjoyed upon the following express conditions, viz:

First. That the price or rate to be charged for the said service rendered by such person or persons or corporation to City of Philadelphia and to the inhabitants of said City may, at any time after the expiration of three years from the date of the approval of the ordinance, and at intervals of not less than three years thereafter, be diminished by a joint resolution of Councils to that effect, which resolution shall stipulate the maximum price or rate to be charged for the said service for the ensuing three years, and the said price or rate so stipu-

lated shall be final and conclusive upon such person or persons or corporation as the maximum price or rate which shall be lawfully charged for the said service until the same shall be increased by a joint resolution of said Councils.

Provided, That a reduction of price or rate shall not, after allowing reasonable expenses of management, diminish the net earnings of such person or persons or corporation below an amount which would be sufficient to pay twelve per cent. per annum upon the actual cash capital invested and employed in the business conducted under the grant, permission, and consent of said ordinance, and upon the actual and *bona fide* value of the property which shall have been purchased for the transaction of the said business.

Second. That the price or rate to be stipulated by joint resolution of said Councils shall be ascertained and determined upon the basis of the gross earnings, less reasonable expenses of management of such business during the fiscal year thereof last preceding the adoption of such joint resolution, and that for the purpose of ascertaining whether a price or rate can be diminished, and of fixing and establishing the same, such person or persons or corporation shall exhibit in detail all the books, papers, and affairs appertaining to said business to a joint committee of the said Councils, appointed for such purpose and to the duly authorized accountants and experts employed by such committee.

Third. That failure on the part of such person or persons or corporation to comply with any of the foregoing conditions shall work a forfeiture of all the rights, privileges, and franchises at any time granted and conferred upon such person or persons or corporations.

Approved this third day of January, A. D. 1896.

CHAS. F. WARWICK,

Mayor of Philadelphia.

(Ordinances 1896, Page 12.)

AN ORDINANCE

To authorize the creation of a loan or loans by the City of Philadelphia for the sum of two million (2,000,000) dollars for the work necessary to widening Delaware avenue to its full width, between Vine and South streets, and for all costs and expenses arising therefrom, and for the purpose of improving the Channel in the Delaware River.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Mayor of the City be and he is hereby authorized at such times and in such proportions as, in his judgment the best interests of the City demand, to borrow from the highest bidder or bidders at not less than par on the faith and credit of the City of Philadelphia the sum or sums which, in the aggregate, shall not exceed two million (2,000,000) dollars, for the purposes set forth in the second section of this Ordinance.

SECT. 2. The money raised by the loan or loans authorized by the first section of this bill shall be expended as follows: For widening Delaware avenue, between Vine and South streets, to its full width, for paving and repaving said avenue and other streets necessary to complete the work for the construction, reconstruction and alteration of all sewers, gas and water mains, electrical conduits, and other municipal constructions incident thereto; for the erection of a bulkhead wall of stone on the easternmost line of said avenue between the points named, and the extension of the wharves owned by the City to the present established Port Warden's Line, and such other work as may be necessary to complete the widening of said avenue, including all necessary expenses for the proper construction and supervision of all the foregoing work, and for costs and damages by reason of the revision of the lines and grades, one million five hundred thousand (1,500,000) dollars, and for the purpose of improving the Channel in

the Delaware River, five hundred thousand (500,000) dollars.

SECT. 3. Interest on the said loan at a rate not exceeding three-and-a-half ($3\frac{1}{2}$) per centum per annum shall be paid by the City half yearly, on the first day of the months of January and July, at the office of the fiscal agency of the City of Philadelphia. The principal of said loan shall be divided into twenty (20) series of one hundred thousand (100,000) dollars each, alphabetically arranged, and each series shall be paid annually on the thirty-first day of December at said office until the whole loan shall be paid, commencing with series "A," which shall be paid on the thirty-first day of December, 1905. The certificates of said loan shall be in the usual form, in such amounts as the lenders may require in sums of one hundred (100) dollars and its multiple; and it shall be expressed in said certificates that the loan therein mentioned, and the interest thereof, are payable in lawful money of the United States and free from all taxes.

SECT. 4. Whenever any loan shall be created by virtue of this ordinance there shall be thereafter annually appropriated out of the income of the City of Philadelphia and from the money raised by taxation a sum sufficient to pay the interest on said loans, and after the loan shall become payable there shall be annually appropriated for the payment of the principal the sum of one hundred thousand (100,000) dollars until the whole principal shall have been paid.

Approved the thirteenth day of January, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 13.)

AN ORDINANCE

To authorize the work necessary for the widening of Delaware avenue to its full width between Vine street and South street (excepting on the westerly side between Market and Walnut streets) in the Fifth and Sixth Wards; for paving and repaving the said avenue and other streets necessary to complete the work; for the erection, where necessary, of a bulkhead wall of stone, with such foundations and backing as may be required, on the easternmost line of said avenue between the points named for the widening and extension of wharves in front of property owned by the City of Philadelphia to the established Port Wardens' Line; and such other work as may be necessary to complete the widening of said avenue; providing for the construction, re-construction, and alteration of all sewers, gas and water mains, electrical conduits, and other municipal constructions incident to all the aforesaid work and necessary for its proper completion; also to authorize the work necessary to improve the channel of the Delaware River. Also providing for the carrying into effect such authority and certain conditions.]

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain,* That the Director of the Department of Public Works be, and is hereby authorized to advertise for proposals and to enter into contracts in accordance with existing laws and ordinances for the construction of the work necessary to physically widen Delaware avenue to its full width between Vine and South streets (excepting the portion on the westerly side between Market and Walnut streets) as shown upon the confirmed plan of the City in the Fifth and Sixth Wards; for the paving and repaving of said avenue and other streets necessary to complete the work; for the erection, where necessary, of a bulkhead wall of stone, with such foundation and backing as may be required, on the easternmost line of said avenue between the points named;

for the widening and extension of wharves in front of property owned by the City at Dock street, Chestnut street, Arch street, and Race street, to the present established Port Wardens' Line, and such other work as may be necessary to complete the widening of said avenue; for the construction, re-construction, and alteration of all sewers, gas and water mains, electrical conduits, and other municipal constructions incident to all the aforesaid work and necessary for its proper completion; also for improving the channel of the Delaware River.

SECT. 2. That all work authorized and provided for by this Ordinance shall be paid for out of the appropriation to the Bureau of Surveys for this work and shall be done under the direction and supervision of the Director of the Department of Public Works, who is hereby authorized to appoint such experts, assistant engineers, draughtsmen, and engineer corps, as may, in his judgment, be necessary for the prompt and efficient execution of the work; to appoint inspectors for the various classes of the work as may be required during the progress thereof, and to pay all necessary expenses for salaries, inspection, tests, transportation, incidental, and other expenses for the proper completion of the work, out of the appropriation for the work.

SECT. 3. The Director of the Department of Public Works be and is hereby authorized to notify the owners of property with whom satisfactory negotiations cannot be made by the Mayor of the City as provided in Ordinance of Councils approved March 11, 1895, over and through which Delaware avenue as laid out upon the confirmed plan of the City between Vine street and South street (excepting the westerly side between Market street and Walnut street) will pass, that at the expiration of three months from the date of said notice, said avenue will be required for public use.

SECT. 4. The Mayor of the City is hereby authorized to enter security on behalf of the City of Philadelphia, to indemnify the owners of private property who may be injured by reason of the carrying out of the provisions of this Ordinance, and also to pay any damages which may be assessed by reason of the opening of the said avenue.

Approved the thirty-first day of March, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 79.)

AN ORDINANCE

To amend an ordinance entitled "An Ordinance to revise the lines and grades in parts of the Twenty-third and Twenty-fifth Wards."

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the ordinance entitled "An Ordinance to revise the lines and grades in parts of the Twenty-third and Twenty-fifth Wards," approved the second day of July, A. D., 1890, be and the same is hereby amended by striking out the words "shall first dedicate" and inserting the words "shall agree to dedicate," so that the ordinance shall read: *Provided*, That the Pennsylvania Railroad Company, or its leased lines, shall agree to dedicate such of its or their land as may be required for the purposes of this ordinance. and agree to build a bridge on the line of the Philadelphia and Trenton Railroad over Butler street.

Approved the ninth day of June, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 155.)

AN ORDINANCE

To authorize a contract for completing the necessary work required to abolish grade crossing on the line of the Philadelphia & Trenton Railroad at Magee street.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Works be hereby authorized and directed to prepare plans and specifications, advertise for proposals and award a contract for all the material required to complete the work of grading according to the revised grade, the cartways and sidewalks of the approaches to the line of the right of way of the Philadelphia & Trenton Railroad at Magee street, and for constructing and lowering the necessary sewers and gas and water pipes so as to abolish the grade crossing at said street. The cost to the City for said work not to exceed the sum of twenty-five thousand (25,000) dollars, which amount shall be taken from Item 24, in the annual appropriation to the Department of Public Works (Bureau of Highways) for the year 1896.

SECT. 2. The Director of the Department of Public Works is hereby authorized to notify the owners of property on Magee street, from State road to Tulip street that at the expiration of three months from the date of said notice, said street will be required for public use.

SECT. 3. The Mayor of the City is hereby requested to enter security for the payment of any damages arising from the change of grade made necessary to complete said work and for opening said street, and upon the filing of said bond the Director of the Department of Public Works is authorized to proceed with the work.

Approved the thirtieth day of June, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 164.)

AN ORDINANCE

To repeal a portion of the first section of an ordinance approved December 26, 1890, entitled "An Ordinance to authorize the Philadelphia Belt Line Railroad Company to construct its railroads and branches upon and across streets, to authorize changes and revisions in the lines and grades of certain streets, the location of a new street, the widening of certain streets, and the shifting of the tracks occupied jointly by the River Front and the Philadelphia and Reading Railroad Companies, and the entering of security," and to provide another route to the county line from the point marked "A" on the map of the Philadelphia Belt Line Railroad on file with said ordinance of December 26, 1890.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain,* That so much of the first section of the ordinance approved December 26, 1890, entitled "An Ordinance to authorize the Philadelphia Belt Line Railroad Company to construct its railroads and branches upon and across streets, to authorize changes and revisions in the lines and grades of certain streets, the location of a new street, the widening of certain streets, and the shifting of the tracks occupied jointly by the River Front and the Philadelphia and Reading Railroad Companies, and the entering of security," which reads as follows: "The route of the branch from point marked 'A', on the main line, to point marked 'B,' on county line, shall be as follows: Commencing at a point in the main line of the Philadelphia Belt Line Railroad in Aramingo Canal, or street, south of Butler street; thence northeastwardly in the Aramingo Canal, or street, to a point south of Wheat Sheaf lane thence curving westwardly, crossing Wheat Sheaf lane west of the Aramingo Canal, or street, and passing under the Philadelphia and Trenton Railroad immediately south of Frankford Creek; thence along and south of Frankford Creek, passing under Frankford avenue, and

under Kensington avenue at or near 'P' street; thence northwestwardly, crossing Juniata avenue at or near 'O' street, Cayuga street at or near 'N' street, Courtland street at or near 'L' street, Fisher's lane at or near 'J' street; thence northwestwardly, following the general course of Tacony Creek, as shown on the map, to the line between the counties of Philadelphia and Montgomery, at or near the intersection of Cheltenham avenue with Cheltenham avenue; the said branch to have 'Y' connection with the railroad tracks of the main line, parallel with and northeast of Butler street," shall be, and the same is hereby repealed."

SECT. 2. Permission is hereby granted to the Philadelphia Belt Line Railroad Company to lay out a route and construct its railroad from a point marked "A" on the main line, to a point marked "B" on the county line, as follows: Commencing at a point in the main line of the Philadelphia Belt Line Railroad in Aramingo Canal, or street, south of Butler street; thence northeastwardly in the Aramingo Canal, or street, to a point south of Wheat Sheaf lane; thence curving westwardly crossing Wheat Sheaf lane west of Aramingo Canal, or street, and passing under the Pennsylvania and New Jersey Railroad at a point marked "A" on a plan of the Philadelphia Belt Line Railroad, showing the change of route herein proposed to the City line near Fox Chase, marked "Philadelphia Belt Line R. R., map of branch line along Little Tacony Creek to City line near Fox Chase, March 24, 1896. (Signed) Charles S. Darrach, Chief Engineer," and filed at the Department of Public Works; thence curving northwardly east of Luzerne street and extending across Sepviva street to the Frankford Creek; thence extending across the Frankford Creek and Little Tacony Creek near their intersection, and crossing over the New York Division of the Pennsylvania Railroad; thence curving northeastwardly, crossing over Tacony road near its intersection with Torresdale avenue; thence along Torresdale avenue,

crossing the Little Tacony Creek; thence extending along said Torresdale avenue, crossing Church street to the intersection of Plum street and Torresdale avenue; thence extending in a northerly direction, following generally the line of Little Tacony Creek, and crossing Sommerville avenue near "U" street; thence extending in a generally northerly direction, crossing Pine road near its junction with Strahle street, and thence extending to the county line at the point marked "B" on the map herein referred to, showing the proposed changes in the route to the county line, and on file in the Department of Public Works. The laying out and the construction of this branch road shall be subject to all the provisions and conditions of the ordinance approved December 26, 1890, entitled "An Ordinance to authorize the Philadelphia Belt Line Railroad Company to construct its railroad and branches upon and across streets, etc.," and all the supplements thereto, except as hereby amended. The bond provided for in Section 11 of said ordinance approved December 26, 1890, shall apply with equal force and effect to any revision of lines and grades of streets made necessary along the line of the new route herein authorized, except in amount thereof, which shall be the sum of one hundred thousand (100,000) dollars, in lieu of the sum mentioned in said Section 11: *Provided*, That unless the said bond for said one hundred thousand (100,000) dollars is filed and work commenced within one year from the date of the approval of this ordinance, or the date when said company can legally begin work, and the work upon the branch herein authorized substantially completed within three years from the date of the approval of this ordinance, or from the time of beginning work, the privilege granted in this section shall become null and void.

Approved the third day of July, A. D. 1896.

CHAS. F. WARWICK,

Mayor of Philadelphia.

(Ordinances 1896, Page 171.)

AN ORDINANCE

To authorize the opening of "D" "G" and Oakford streets.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works be authorized to notify the owners of property over and through which the following streets will pass, that at the expiration of three months from the date of said notices said streets will be required for public use to their full width as now on the City plan: "G" street, from Venango to Erie avenue, "D" street, from Allegheny avenue to Luzerne street: *Provided*, The Pennsylvania Railroad Company shall first dedicate to the City of Philadelphia free of cost all the property within the lines of said streets owned by said Company; Oakford street, from Twenty-third to Twenty-fourth street: *Provided*, Thomas J. Henry shall dedicate so much of the bed of said street owned by him.

SECT. 2. Upon the filing of the deeds as provided for in Section 1 for either of said streets and immediately on the passage of this ordinance for "G" street, the Mayor is hereby authorized to enter security on behalf of the City of Philadelphia for the payment of any damages that may be assessed by reason of the opening of said streets; upon the filing of said bonds and at the expiration of said three months the Director of the Department of Public Works shall forthwith proceed to open said streets.

Approved the twenty-third day of July, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 197.)

AN ORDINANCE

To authorize the payment of certain sums to property owners along the easterly side of Delaware avenue, between Vine street and South street, as an adjustment of the amounts of damages on account of the widening of said avenue to the width of one hundred and fifty (150) feet, as laid down upon the confirmed plan of the City.

WHEREAS, Councils, by ordinance approved March 11, 1895, entitled "An Ordinance to authorize the opening of Delaware avenue to its full width as now laid down on the City Plan, from Vine street to South street, in the Fifth and Sixth Wards," authorized the Department of Public Works to notify the owners of property over and through which Delaware avenue will pass, excepting on the westerly side between Market street and Walnut street, that at the expiration of three months the said street would be required for public use, and also authorizing and empowering the Mayor of the City of Philadelphia to negotiate with the property owners to adjust the amount of damages to be paid on account of such opening, or to take other lawful means to determine the amount of damages to be paid, and to report to Councils the result of the negotiations as early as possible;

AND WHEREAS, By ordinance approved January 13 1896, authorizing the negotiation of a loan of two million (2,000,000) dollars to pay for the work necessary to widen Delaware avenue to its full width between Vine street and South street, and for the purpose of improving the channel of the Delaware river, of which the sum of one million five hundred thousand (1,500,000) dollars was set aside for the work of widening Delaware avenue and for costs and damages by reason of the revision of lines and grades;

AND WHEREAS, Councils, by ordinance approved April 13, 1896, made an appropriation of the sum of one

million five hundred thousand (1,500,000) dollars out of the loan authorized by ordinance of Councils approved January 13, 1896, to the Department of Public Works (Bureau of Surveys) for the work necessary to widen Delaware avenue to its full width between Vine and South streets, except a strip upon the westerly side between Market and Walnut streets, in which ordinance it was provided that among other things the appropriation is to pay "the costs and damages by reason of the revision of lines and grades and opening the avenue to its full width."

AND WHEREAS, By a communication dated June 25, 1896, the Mayor of the City of Philadelphia reported to Councils the result of his negotiations with a majority of the interested owners along the easterly side of Delaware avenue, in which was named the sums and special conditions that had been agreed upon; therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Mayor is hereby authorized to make settlements with the property owners whose properties are taken by the widening of Delaware avenue, between Vine and South streets, and upon the execution of agreements satisfactory to the City Solicitor, and the filing of deeds of dedication as provided by Section 3. to pay to them by warrant drawn by the Bureau of Surveys and approved by the Director of the Department of Public Works, payable out of the appropriation for this purpose to the Bureau of Surveys, to the following property owners in the following amounts:

Pennsylvania Railroad Company, for property in addition to that registered in the name of the Pennsylvania Railroad Company as follows: Estate of David Jayne, Camden and Philadelphia Ferry Co. City of Philadelphia (Market street lease) Manor Real Estate Company, Delaware and Schuylkill Market Co., Girard Estate lease, the sum of two hundred and seventy-five thousand two hundred and twenty-four (275,224) dollars; to

Charles Hartshorne, the sum of thirty-four thousand nine hundred and forty (34,940) dollars; for property of W. P. Clyde & Co., registered under the names of Estate of Thomas Clyde, W. P. and B. F. Clyde, and B. F. Clyde, the sum of seventy-eight thousand five hundred (78,500) dollars; to the Estate of Stephen Girard, Board of City Trusts, the sum of thirty-four thousand five hundred and forty-five (34,545) dollars; Philadelphia and Reading Railroad Company, for property in addition to that registered in its name as follows: Gordon Chambers, Delaware River Ferry Company, Lease of the J. E. Ridgway property, the sum of one hundred thousand (100,000) dollars; H. P. Beck and A. H. Smith, Trustees, the sum of ten thousand five hundred (10,500) dollars; W. D. and J. D. Winsor for their own property and as lessees of the portion of the Beck and Smith Estate, the sum of twenty-nine thousand three hundred (29,300) dollars; The Pennsylvania Company for Insurance on Lives and Granting Annuities, the sum of thirty thousand five hundred and fifty-eight (30,558) dollars; Baltimore and Philadelphia Steamboat Company, the sum of twenty-two thousand five hundred (22,500) dollars; in all the sum of six hundred and sixteen thousand and sixty-seven (616,067) dollars.

SECT. 2. That the leases of the Pennsylvania Railroad Company upon the property of the City of Philadelphia at the foot of Market street be hereby extended for the term of twenty-five (25) years from the date of the expiration of the present leases at the same rental, conditioned upon the right of the City to enter upon the property for the construction of a bulkhead and extension of sewers when the Department of Public Works shall notify the Railroad Company of such intention.

SECT. 3. That the City Solicitor be authorized to prepare agreements with the owners of property with whom settlements are authorized releasing the City from all claim for damages by reason of the taking of

the land for the widening or change of grade, or for property taken or destruction of buildings by the widening; that the owners shall furnish to the City Solicitor deeds of dedication of the bed of Delaware avenue, acceptable to him, at the time of settlement, and that the following conditions shall be attached to the agreements with the different owners. The Pennsylvania Railroad Company to agree to restruct the ferry house and other buildings on City property in the new location in a condition equal to that which now exists and that this company shall furnish a release of damages to the City of Philadelphia for all properties leased by them. The Philadelphia and Reading Railroad Company to agree to furnish releases from owners or representatives of owners of the properties registered in the name of Gordon Chambers and The Delaware River Ferry Company, and a release of all damages to its leasehold estate of Pier No. 7, owned by Jacob E. Ridgway, and to indemnify the City against any claim by the owner of said Pier No. 7 for damages for the taking of the buildings on said pier; *Provided*, The same shall be taken and appropriated by the City during the term of the pending lease thereof. The said company to deed to the City of Philadelphia a strip of property approximately 26 feet in width on the south side of Chestnut street eastward of Delaware avenue, sufficient for the City to construct a pier 80 feet in width, the southerly line of which shall be 120 feet southward from the present property line between the City of Philadelphia and the Estate of Charles P. Fox, conditioned upon the City of Philadelphia granting to the said Philadelphia and Reading Railroad Company a right of passage over the said 26 feet on the south side of the proposed pier for a distance of 200 feet to the eastward of Delaware avenue: *Provided, moreover*, That the said dedication or conveyance of the said 26 feet shall not be demanded or required of the said The Philadelphia and Reading Railroad Company unless and until the right to establish and main-

tain a double ferry slip, with the necessary wing racks and accessories, next adjacent to the southerly line of the said 26 feet, shall be granted by lawful authority in accordance with plans therefor, a copy of which is on file in the Department of Public Works. W. D. and J. D. Winsor agreement to require a release to the City for any claims that may be made for buildings upon the Beck and Smith Estate, of which W. D. and J. D. Winsor are the tenants, also to agree to allow the City to construct a sewer through the new pier belonging to them at the foot of Pine street. The W. P. Clyde and Company agreement to require a release to the City for any claims that may be made for buildings upon the Girard estate, of which they may be tenants. The Pennsylvania Company for Insurance on Lives and Granting Annuities agreement to require a release to the City of Philadelphia for all buildings or improvements that may have been made by any tenants.

Approved the sixth day of October, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 205.)

AN ORDINANCE

To authorize Messrs. Heyl Brothers to construct a siding on Washington avenue and Otsego street.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That permission be, and the same is hereby given to Heyl Brothers to construct a siding on Washington avenue and Otsego street to connect with the tracks of the Pennsylvania Railroad Company on said Washington avenue in accordance with plan herewith attached. The said siding to be laid under the supervision and to the satisfaction of the Department of Public Works (Bureau of Highways),

after permission is first had from the Board of Highway Supervisors. That said siding shall not be used for storage purposes, and no cars allowed to stand thereon more than twenty-four hours; said siding shall be removed at any time on the passage of a resolution or ordinance to that effect, and fifty (50) dollars shall be first paid by Heyl Brothers into the City Treasury for the printing of this ordinance.

Approved the twenty-seventh day of November, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 232.)

AN ORDINANCE

To permit Delaney and Company to lay and maintain a siding on Milnor street from Bleigh street westward to near Cottman street, in the Thirty-fifth Ward.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That permission be, and is hereby granted to Delaney and Company to lay and maintain a siding on Milnor street from Bleigh street westward to near Cottman street, in the Thirty-fifth Ward, in order to connect their property on Cottman street with the tracks of the Pennsylvania Railroad on Bleigh street in accordance with the plan herewith attached; said siding to be laid under the supervision and to the satisfaction of the Department of Public Works (Bureau of Highways), after permission is first had from the Board of Highway Supervisors, and shall be removed at any time upon the passage of a resolution or ordinance

to that effect. Fifty (50) dollars shall first be paid into the City Treasury by the said Delaney and Company for the publication of this ordinance.

Approved this twenty-seventh day of November, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 232.)

AN ORDINANCE

To authorize the execution of a deed for a water lot on Delaware avenue, south of Arch street, to the City of Philadelphia, Trustee under the will of Stephen Girard, deceased.

WHEREAS, By deed dated January 20, 1846, Gideon Scull and others conveyed to the City of Philadelphia a certain water lot lying on the easterly side of Delaware avenue, at a distance of 236 feet 10 $\frac{1}{4}$ inches south from the south line of Arch street, and containing in front on Delaware avenue 77 feet 10 inches, and extending eastward therefrom into the Delaware river. Said purchase having been made for the purpose of protecting the property on the south belonging to the City, as trustee under the will of Stephen Girard;

AND WHEREAS, By resolution adopted September 24, 1846, City Councils placed this property under the care of the Commissioners of the Girard Estates;

AND WHEREAS, It is the desire of the Girard Estate to improve this and the adjoining property, and to further the plans for the improvement of the harbor, by the erection of a modern pier, partly upon it, partly upon the bed of Clifford street, but principally upon the property of the estate of Stephen Girard; but said Estate does not feel justified in expending trust funds for

this purpose until its title to the entire property is absolutely vested in Estate of Stephen Girard, deceased;

AND WHEREAS, The Board of Directors of the City Trusts, acting for the Girard Estate, is about to enter into an agreement with the Mayor of the City, whereby funds of the said estate, to an amount not exceeding six hundred and fifty thousand (650,000) dollars, are set apart for municipal improvements on Delaware avenue, between Vine and South streets, in accordance with the terms and conditions of an ordinance of Councils, to be passed for the purpose; therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That in consideration thereof, the Mayor of the City be, and he is hereby authorized to execute and deliver to the City of Philadelphia, as trustee under the will of Stephen Girard, deceased, (acting by the Board of Directors of City Trusts), at a nominal consideration of one dollar, a deed for all that certain tract of water lot, beginning on the bulkhead line, as laid out by the Secretary of War, June 20, 1891, at a point 236 feet 10 $\frac{1}{4}$ inches south of the south line of Arch street; containing in front or breadth along the said bulkhead line 77 feet 10 inches and extending eastwardly into the river Delaware, with a frontage on the pier head line, as established by the Secretary of War June 20, 1891, of 77 feet 8 inches.

Approved the twenty-seventh day of November, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 235.)

AN ORDINANCE

To authorize the construction of a bulkhead where necessary along the easterly side of Delaware avenue,

between Vine and South streets, and the extension and re-construction of City sewers, the laying and re-laying of gas and water mains and electrical conduits, and the paying for same from funds set apart for the work by the Board of Directors of City Trusts. Also to authorize the Mayor of the City to enter security for the payment of damages.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Works be, and is hereby authorized to enter into a contract or contracts for the construction of a bulkhead where necessary, on the easterly line of Delaware avenue, as laid down upon the confirmed City plan, from Vine to South street, in the Fifth and Sixth Wards; also for the extension and re-construction of City sewers, the necessary alterations in gas and water mains and electrical conduits appurtenant to the above work and necessary for its proper completion, to be paid for as herein provided.

SECT. 2. The work above authorized shall be paid on estimates drawn by the Chief Engineer and Surveyor, approved by the Director of the Department of Public Works, from funds set aside for the purpose by the Board of Directors of City Trusts. The total amount of the contracts shall not exceed the sum of six hundred and fifty thousand (650,000) dollars.

SECT. 3. The Mayor of the City is hereby authorized and requested to enter into an agreement with the Board of Directors of City Trusts, whereby the said Board will become liable to pay a sum not exceeding six hundred and fifty thousand (650,000) dollars, for the expenses of carrying out the work herein authorized.

SECT. 4. The Mayor of the City of Philadelphia be, and he is hereby authorized and directed to enter security in behalf of the City for the payment of the damages agreed upon with the property owners, under authority of ordinance of Councils, approved March 11, 1895, and

confirmed by ordinance of Councils, approved October 6, 1896. The Mayor is also authorized to enter security on behalf of the City for the payment of any damages which may arise by reason of the entering upon private property for the purpose of carrying on the work herein authorized.

Approved the twenty-seventh day of November, A. D. 1896.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1896, Page 236.)

AN ORDINANCE

To amend an Ordinance authorizing the placing of Rhawn street upon the City plan, between Hegerman and James streets, and to revise the lines and grades of streets affected thereby; also to authorize the striking from the City plan of Hartel street, from James to Tulip street.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the first section of the ordinance approved the thirtieth day of January 1896, entitled "An Ordinance to place Rhawn street, on the City plan, between Hegerman and James streets, and to revise the lines and grades of streets affected thereby;" be altered and amended so as to read as follows: "That the Department of Public Works be authorized to place Rhawn street upon the City plan of the width of sixty feet, between Ditman street and the southeast line of the right of way of the Philadelphia and Trenton Railroad, and of the width of sixty-three feet from the southeast line of the right of way of the Philadelphia and Trenton Railroad to James street, in the Thirty-fifth Ward, in such a manner as to avoid grade crossing with the Frankford and Holmesburg

Railroad (Bustleton Branch) and the Philadelphia and Trenton Railroad; also to strike from the City plan Hartel street, between James and Tulip street, and place upon the City plan Tulip street, from Decatur to Rhawn street, and to revise the lines and grades of all streets affected by said changes in the City plan: *Provided*, That the Pennsylvania Railroad Company shall agree that upon the confirmation of this portion of the City plan it will build a bridge at the Philadelphia and Trenton Railroad crossing with said Rhawn street, and do all necessary work within its right of way, one hundred feet wide, in connection therewith; the said bridge to be accepted by the City as a substitution for the bridge which the said Pennsylvania Railroad Company agreed to construct over the Philadelphia and Trenton Railroad on the line of Hartel street, in pursuance of the ordinance of March 29, 1887. The said Pennsylvania Railroad Company also to agree to allow the City of Philadelphia to construct a sewer within the line of its right of way from Rhawn street to Pennypack creek, in order to drain the depression under the Philadelphia and Trenton Railroad at Rhawn street.

Approved the sixteenth day of December, A. D. 1896.

CHAS. F. WARWICK,

Mayor of Philadelphia.

(Ordinances 1896, Page 280.)

AN ORDINANCE

To authorize the City Solicitor to accept the agreement authorized by ordinances, approved July 2, 1890, and June 9, 1896, revising the lines and grades in parts of the Twenty-fifth Ward, and the Department of Public Works be authorized to confirm the plans for said revision.

WHEREAS, By ordinance, approved July 2, 1890, the Department of Public Works was authorized to revise

parts of the City plan in such manner as to strike therefrom Wheat Sheaf lane, from Coral to Amber street; to revise the north line of Sepviva street so as to widen the said street 60 feet, from Wheat Sheaf lane to Butler street, and to widen Butler street to the width of 80 feet, from Sepviva street to Frankford avenue, and to revise said grades so as to provide for a bridge over Butler street on the line of the Philadelphia and Trenton Railroad, reserving to the City the right to build and maintain a public sewer on the line of said Wheat Sheaf lane, whenever it shall be authorized and directed by ordinance: *Provided*, The Pennsylvania Railroad Company or its leased lines shall first dedicate such of its or their land as may be required for the purpose of this ordinance, and agree to build a bridge on the line of the Philadelphia and Trenton Railroad, over Butler street, and by ordinance of June 9, 1896, the said ordinance was amended by striking out the words "shall first dedicate," and inserting the words "shall agree to dedicate," and as articles of agreement between the said Pennsylvania Railroad Company and the Philadelphia and Trenton Railroad Company and the Connecting Railway Company have been filed with the Law Department in accordance with the provisions of said ordinances, conditioned upon the decree of the Court having proper jurisdiction for the vacation of Wheat Sheaf lane, from Amber street to the north edge of the right of way of the railroad, and said companies also agree that the City of Philadelphia shall reserve the right to build a foot bridge on the line of Wheat Sheaf lane, over the Connecting Railway and the Philadelphia and Trenton Railroad; therefore,

SECTION I. *The Select and Common Councils of the City of Philadelphia do ordain*, That the City Solicitor be authorized to accept the said agreement as filed, and the Department of Public Works be authorized to confirm the plans of the revisions authorized by the said ordinance, approved July 2, 1890, widening said Butler and Sepviva streets, and striking from the plan Wheat

Sheaf lane, from Amber street to the north edge of the right of way of the Connecting Railway, and the necessary revision for a bridge on the line of Butler street.

Approved the second day of February, A. D. 1897.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinance 1897, Page 7.)

AN ORDINANCE

To authorize the revision of lines and grades of streets required to avoid grade crossings of the Philadelphia and Trenton Railroad, from Norris street to Butler street, in the Twenty-fifth and Thirty-first Wards, of the City of Philadelphia. To provide for the elevation of said railroad. To strike from the City plan Trenton avenue, from Lehigh avenue to Butler street. To place on the City plan Wyoming street, from Somerset street to Ann street, from Clearfield street to Clementine street, and from Cope street to Virginia street; also, to place upon the City plan Wittee street, between Fulton street and Auburn street, and between Wayne street and Cambria street; also, to provide for the opening of said Wyoming street and Wittee street, and authorizing the Mayor to enter security for the payment of any damages that may accrue hereunder.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works (Bureau of Surveys) be, and is hereby authorized and directed to revise the lines and grades of the City plans along the line of the Philadelphia and Trenton Railroad, from Norris street to Butler street, in the Twenty-fifth and Thirty-first Wards, so that all grade crossings of said railroad may be avoided; and to strike

from the City plan Trenton avenue, from Lehigh avenue to Butler street, and to place upon the City plan Wyoming street, of the width of twenty-five (25) feet, between Somerset street and Ann street, and from Clearfield street to Clementine street, and from Cope street to Virginia street. Also, to place on the City plan Wittee street, thirty (30) feet wide, parallel with Trenton avenue, between Fulton street and Auburn street, and between Wayne street and Cambria street: *Provided*, That before the Board of Surveyors confirm the plans of the revision herein authorized, the Pennsylvania Railroad Company, lessee of the Philadelphia and Trenton Railroad, shall file in the Department of Public Works (Bureau of Surveys), an obligation, approved by the City Solicitor, that it will raise the grade of its railroad between the south side of Norris street and the south side of Butler street, as in the revision of said plans may be found necessary, including the connection with the Commerce Street Branch on Lehigh avenue, in order to avoid all crossings with streets at grade: *And provided further*, That upon the elevation of said railroad between said points no street nor road hereafter to be laid out or opened between the points above named shall be approved to cross the said railroad at grade. The said railroad company shall construct all the bridges and other work incident thereto within the lines of the right-of-way of said railroad in accordance with said revision, and shall also alter and reconstruct all sewers, water and gas mains, electrical conduits and other municipal structures incident to all the aforesaid work, and necessary for its proper completion. The changes in the elevation of the railroad and the construction of the bridges shall be done by said railroad company in such manner as not to materially interfere with the traffic on said railroad or streets.

SECT. 2. The said railroad, from the south side of Norris street to the north side of Somerset street, shall be supported on an iron or steel structure with openings

the full width of the cross streets between house lines, with the privilege of placing iron or steel columns within the curb lines of the footwalks for the purpose of supporting the cross girders. The clear head-room under the girders of all cross streets between Norris street and Somerset street shall be at least thirteen (13) feet, with the exception of Susquehanna avenue, Dauphin street, Frankford avenue, York street, Huntingdon street, and Lehigh avenue, where the clearance shall be at least fourteen (14) feet. From Somerset street to the south side of Butler street the railroad shall be carried on an earthen embankment or iron or steel superstructure with openings at the cross streets of the full width of the streets between house lines, with the right to place iron or steel columns within the curb lines, giving a clear height under the girders at all cross streets of at least fourteen (14) feet. The connection with the Commerce Street Branch shall be supported on an iron or steel superstructure or such other structure as shall meet the approval of the Chief Engineer of the Bureau of Surveys, constructed along the northeast side of Lehigh avenue, descending with a generally uniform grade so as to reach the surface of Lehigh avenue at or near the north line of Cedar street, and crossing Cedar street and Lehigh avenue at grade, making connection with present line of railroad on Commerce street, south of Cedar street.

The detail plans and specifications for all retaining walls, abutments, bridges, superstructures and for all other parts of work herein authorized, shall be submitted to the Director of the Department of Public Works for his approval prior to the work which they represent being commenced.

SECT. 3. The Director of the Department of Public Works be, and is hereby authorized to appoint such inspectors as in his judgment may be required to secure the carrying out of the work in accordance with the approved plans and specifications, and to pay for the inspection

and incidental expenses out of the appropriation for this work in the manner herein authorized.

Such inspectors shall perform their duties under the directions of the Chief Engineer of Bureau of Surveys.

SECT. 4. Upon the completion of the work herein authorized, the Pennsylvania Railroad Company, lessee of the Philadelphia and Trenton Railroad, shall dedicate to the City of Philadelphia for highway purposes all portions of the bed of Trenton avenue, between Norris street and Lehigh avenue, owned and occupied by it, subject to the right of the said railroad companies to maintain their elevated structures over and upon the same. When the entire work shall be accepted by the Director of the Department of Public Works as complete and satisfactory, the said Pennsylvania Railroad Company, lessee of the Philadelphia and Trenton Railroad, shall receive as full payment from the City of Philadelphia the sum of seven hundred and fifty thousand (750,000) dollars, by warrants to be drawn by the Chief Engineer of the Bureau of Surveys, and approved by the Director of the Department of Public Works, in accordance with this and other existing ordinances.

SECT. 5. The cost of the work hereby authorized shall be taken from the appropriate item in the appropriation to the Department of Public Works (Bureau of Surveys), to an amount not exceeding nine hundred thousand (900,000) dollars, seven hundred and fifty thousand (750,000) dollars of which amount is to pay the Pennsylvania Railroad Company, lessee of the Philadelphia and Trenton Railroad, for the work of elevating its railroad, building the said bridges and other work incident thereto as herein authorized. The remaining one hundred and fifty thousand (150,000) dollars is for the payment of any damages which may be assessed by reason of the change of grade or taking of any property necessary in the work of changing the grade of said railroad tracks; for the opening of Wyoming street and Wittee street, or any

damages that may be caused by the revision of the plans herein provided for, and for the payment of salaries of inspectors and incidental expenses. The said nine hundred thousand (900,000) dollars being taken from a loan created by ordinance approved July 16, 1896.

SECT. 6. Upon the confirmation by the Board of Surveyors of the revisions of the lines and grades herein authorized, and upon the placing of Wyoming street and Wittee street between the points above designated upon the City plan, the Director of the Department of Public Works be, and is hereby authorized to notify the owners of property over and through which said Wyoming street and Wittee street will pass, that at the expiration of three (3) months from the date of said notice, said streets will be required for public use. Upon the filing of the bond by the Mayor of the City, as authorized in Section 7, and at the expiration of the said three (3) months' notice, the Director of the Department of Public Works shall forthwith proceed to open said streets. The Director of the Department of Public Works is also hereby authorized to issue the usual notice to property owners affected by the work herein authorized.

SECT. 7. The Mayor of the City is hereby authorized to enter security on behalf of the City of Philadelphia for the payment of any damages which may be assessed by reason of the change of grade or the taking of any property necessary in the work of changing the grade of said railroad tracks or for opening said Wyoming street or Wittee street, or any damage that may be caused by the revision of the plans herein provided for: *Provided*, That there shall be a release of damages on behalf of the Pennsylvania Railroad Company, lessee of the Philadelphia and Trenton Railroad, or for any person holding property in their behalf, filed in the Law Department upon the confirmation of said revised plans by the Board of Surveyors.

SECT. 8. All ordinances or parts of ordinances inconsistent herewith be, and the same are hereby repealed.

Approved the second day of February, A. D. 1897.

CHAS. F. WARWICK,

Mayor of Philadelphia.

(Ordinances 1897, Page 12.)

RESOLUTION

Of request to the Board of Port Wardens not to issue permits that will interfere with the widening and extension of piers on the Delaware River front, and suspending Joint Rule 30, of the Select and Common Councils, in order to present this resolution to the Mayor, for his approval or disapproval.

WHEREAS, It is to the interest of the City of Philadelphia and its citizens that there should be as many public wharves or landings as possible, the title to which shall be in the City of Philadelphia, which may be used not only for public landings but also as breathing places for the people residing in the neighborhood thereof, who by reason of the long distance from their homes are unable to enjoy the public parks of the City, now, therefore, be it

Resolved, by the Select and Common Councils of the City of Philadelphia, That the Board of Port Wardens be, and they are hereby requested to grant no permit in any part of the City of Philadelphia, more especially in the Old City proper, that will interfere with the widening and extension of piers at the ends of streets on the Delaware River, and to grant no licenses to private interests if interfering with the widening and extension of such piers.

Resolved, That in the matter of the widening and extension of the piers at the foot of Race street, now under consideration, that the Board of Port Wardens be requested

to take no action which will prejudice the City's rights to an extension at this point.

Resolved, That Joint Rule 30, of the Select and Common Councils be suspended in order to permit the Clerks of Councils to present this resolution to the Mayor, for his approval or disapproval.

. Approved the twelfth day of February, A. D. 1897.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1897, Page 22.)

AN ORDINANCE

To amend the fourth section of an ordinance to authorize the creation of a loan or loans by the City of Philadelphia for the sum of two million (2,000,000) dollars, for the work necessary to widening Delaware avenue, to its full width, between Vine and South streets, and for all costs and expenses arising therefrom, and for the purpose of improving the channel in the Delaware river, approved January 13, 1896.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That Section 4 of an ordinance entitled "An Ordinance to authorize the creation of a loan or loans by the City of Philadelphia for the sum of two million (2,000,000) dollars, for the work necessary to widening Delaware avenue, to its full width between Vine and South streets, and for all costs and expenses arising therefrom, and for the purpose of improving the channel in the Delaware river, approved January 13, 1896, reading as follows: Sect. 4. Whenever any loan shall be created by virtue of this ordinance there shall be thereafter annually appropriated out of the income of the City of Philadelphia, and from the money raised by taxation a sum sufficient to pay the interest

on said loans, and after the loan shall become payable there shall be annually appropriated for the payment of the principal the sum of one hundred thousand (100,000) dollars until the whole principal shall have been paid, be, and the same is hereby amended to read as follows: Whenever any loan shall be created by virtue of this ordinance, there shall be, by force of this ordinance, an annual tax levied of a sum not more than two-tenths (2-10) of a mill, the same being sufficient to pay the interest and also the principal of the said loan, within thirty (30) years, and there is hereby appropriated annually, out of the tax so collected, a sum sufficient to pay the interest on said loan, and also the principal thereof, within thirty (30) years, and as the same becomes payable.

Approved the twelfth day of February, A. D. 1897.

CHAS. F. WARWICK,
Mayor of Philadelphia

(Ordinances 1897, Page 26.)

AN ORDINANCE

To amend an ordinance entitled "An Ordinance to make an appropriation out of the loan authorized by ordinance of Councils approved January 13, 1896, to the Department of Public Works (Bureau of Surveys) for the work necessary to widening Delaware avenue to its full width between Vine and South streets, and for the purpose of improving the channel of the Delaware River."

WHEREAS, Councils by ordinance have authorized the construction of a bulkhead along Delaware avenue as widened, between Vine and South streets, and have also authorized the improvement of the channel of the Delaware River, making an appropriation to the Bureau of Surveys on April 13, 1896, a proviso attached to the

appropriation reading as follows: "Provided, The dredged material be placed beyond high water mark within the limits of the City of Philadelphia;"

AND WHEREAS, In the construction of the bulkhead and piers it is necessary to fill in about the piles supporting the bulkhead wall and piers, which filling cannot readily be obtained except from the material dredged in the Delaware River, therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the ordinance approved April 13, 1896, entitled "An Ordinance to make an appropriation out of the loan authorized by ordinance of Councils (approved January 13, 1896), to the Department of Public Works (Bureau of Surveys), for the work necessary to widening Delaware avenue to its full width between Vine and South streets, and for the purpose of improving the channel of the Delaware river," be amended by adding to the proviso in Section 1 of the ordinance the words "except rock, gravel and so much other suitable material as may be required in the construction of the bulkhead and piers and in the work of widening Delaware avenue, between Vine and South streets."

Approved the twenty-second day of March, A. D. 1897.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1897, Page 52.)

AN ORDINANCE

To authorize contracts for completing the necessary work required to abolish grade crossings on the line of the Philadelphia & Trenton Railroad at Magee

street and Vankirk street, in the Thirty-fifth Ward; the opening of certain streets and the entering of security for the payment of damages.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Works be, and is hereby authorized and directed to prepare plans and specifications, advertise for proposals and enter into contracts for the construction of all the work necessary to complete the grading in accordance with the established plans of the City, of the cartways and sidewalks of Magee street, from Tulip street to State road; of State road, from Hegerman street to a point two hundred and seventy-five (275) feet northeast of Magee street; of an approach into Salter's lane southeast of State road; of Vankirk street, from Hegerman street to Tacony street; Keystone street, from Foust street to Howell street; Tulip street, from Vankirk street to Howell street; Tulip (or Edmund) street, from Vankirk to Foust street; for the macadamizing and re-paving of such portions of the cartways of said streets, as have heretofore been macadamized or paved; for re-paving with brick such portions of said sidewalks and for re-setting such portions of the curb as have been heretofore placed at the expense of the property owners; for the construction of the necessary sewer on Vankirk street, from Keystone street to Tacony street; on Tacony street, from Vankirk street to Dark Run lane, and on Dark Run lane, from Tacony street to the Delaware river; for relaying gas and water-pipes, electrical conduits and other underground structures, and for doing all other work incident to and required for abolishing the grade crossings on the line of the Philadelphia & Trenton Railroad at Magee street and at Vankirk street, in the Thirty-fifth Ward; excepting, however, the work within the lines of the right of way of the Philadelphia & Trenton Railroad on the line of said streets: *Provided*, That the surplus material excavated in abolishing the grade crossings at Magee street

be deposited on Torresdale avenue, south of Magee street; the cost to the City for the said construction work not to exceed twenty-five thousand (25,000) dollars; to be taken from Item 24, in the annual appropriation to the Department of Public Works, Bureau of Highways.

SECT. 2. That the Director of the Department of Public Works be, and is hereby authorized to notify the owners of properties over and through which the following streets will pass, that at the expiration of three months from the date of said notice, said streets will be required for public use; Magee street, from Tulip street to State road; Vankirk street, from Hegerman street to Tacony street; Tulip street, from Vankirk street to Howell street; Tulip (or Edmund) street, from Vankirk street to Foust street; and Keystone street, from Foust street to Howell street.

SECT. 3. The Mayor of the City is hereby authoized to enter security for the payment of any damages arising by reason of the construction of the sewer, the changes of grade made necessary to complete said work, and for the opening of said streets; upon the filing of said bond, the Director of the Department of Public Works is authorized to proceed with the work.

Approved the twenty-sixth day of March, A. D. 1897.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1897, Page 56.)

AN ORDINANCE

To authorize contracts for completing the necessary work required to abolish grade crossings on the line of the Philadelphia and Trenton Railroad and the Frankford and Holmesburg Railroad (Bustleton Branch) at Rhawn street (formerly Delaware avenue),

in the Thirty-fifth Ward; the opening of certain streets and the entering of security for the payment of damages.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Works be and is hereby authorized and directed to prepare plans and specifications, advertise for proposals and enter into contracts for the construction of all work necessary to complete the grading of the cartway and sidewalks of Rhawn street (formerly Delaware avenue) between Ditman street and State road, in the Thirty-fifth Ward, in accordance with the lines and grades as revised under authority or ordinance approved December 16, 1896; for repaving and macadamizing the said cartway; for repaving with brick such portions of said sidewalks; and resetting such portions of the curb as have been heretofore placed at the expense of the property owners; also for grading the cartway and sidewalks of Tulip street, from Rhawn street to the north side of Hartel street, and the necessary approach from Rhawn street, into Vandike street (formerly Lynfield street); for the construction of a bridge to carry the Frankford and Holmesburg Railroad (Bustleton Branch), over said Rhawn street; for the construction of the necessary sewers in Rhawn street, with outlet along the line of the right of way of the Philadelphia and Trenton Railroad from Rhawn street to Pennypack Creek; for relaying gas and water pipes, electrical conduits and other underground structures, and to do all the work incident thereto, required to abolish the grade crossings on the line of the Philadelphia and Trenton Railroad and the Frankford and Holmesburg Railroad (Bustleton Branch) at Rhawn street (formerly Delaware avenue), in the Thirty-fifth Ward; excepting the work within the line of the right of way of the Philadelphia and Trenton Railroad (one hundred feet wide), the cost to the city for said construction work not to exceed thirty-five thousand (\$35,000) dollars; to

be taken from Item 25 in the annual appropriation to the Department of Public Works, Bureau of Highways.

SECT. 2. The Director of the Department of Public Works be and is hereby authorized to notify the owners of property over and through which the following streets as laid down upon the City plan under authority of ordinance approved December 16, 1896, will pass, that at the expiration of three months from the date of said notice, said streets will be required for public use: Rhawn street, sixty (60) feet wide, from Ditman street to the southeast line of the right of way of the Philadelphia and Trenton Railroad; Rhawn street, sixty-three (63) feet wide, from the southeast line of the right of way of the Philadelphia and Trenton Railroad to State road; Tulip street, from Rhawn street to Hartel street; and Decatur street, from Tulip street to Vandike street (formerly Lynfield avenue).

SECT. 3. The Mayor of the city is hereby authorized to enter security for the payment of any damages arising by reason of the change of grade made necessary to complete said work and for opening said streets; and upon the filing of said bond, the Director of the Department of Public Works is authorized to proceed with the work.

Approved the twenty-sixth day of March, A. D. 1897.

CHAS. F. WARWICK,

Mayor of Philadelphia.

(Ordinances 1897, Page 59.)

AN ORDINANCE

To authorize the revision of the grades on the east side of Forty-first street, from Poplar street southward, to the bridge over the Pennsylvania Railroad, in the Twenty-fourth Ward.

SECTION 1. *The Select and Common Councils of the*

City of Philadelphia do ordain, That the Department of Public Works be, and is hereby authorized to revise the grades on the east side of Forty-first street, from Poplar street southward, to the bridge over the Pennsylvania Railroad, in the Twenty-fourth Ward: *Provided*, That the City of Philadelphia be indemnified from any liability for cost or damage by reason of the said revision.

Approved the sixth day of April, A. D. 1897.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1897, Page 86.)

AN ORDINANCE

To authorize the construction of a new bridge and the work appurtenant thereto, in a location north of the present line of Gray's Ferry avenue, over the Schuylkill river, in the Twenty-seventh and Thirty-sixth Wards, and to provide for the payment of all costs and expenses incident to said construction. To authorize the Department of Public Works Bureau of Surveys, to revise the lines and grades of Gray's Ferry avenue; upon the confirmation of said revision to authorize the Department of Public Works to proceed with the opening of said Gray's Ferry avenue as revised. Also to authorize the Mayor to enter security on behalf of the City of Philadelphia for the opening of Gray's Ferry avenue, and for damages to private property.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Works be, and is hereby authorized and directed to prepare plans, advertise for proposals and enter into a contract or contracts, as provided

by existing ordinances and laws, for the erection of a bridge and the work appurtenant thereto, over the Schuylkill river, consisting of a swing span and its necessary approaches, in a location north of the present line of Gray's Ferry avenue, and extending from a point near the intersection of Gray's Ferry avenue and Forty-seventh street, in the Twenty-seventh Ward, on the west side of the aforesaid river, to a point near Gray's Ferry avenue and Thirty-sixth street, in the Thirty-sixth Ward, on the east side of said river; also for the construction of a sewer along the northwest side of the right-of-way of the Philadelphia, Wilmington and Baltimore Railroad, from Gray's Ferry avenue to the sewer in Forty-sixth street, for the necessary drainage of the western approach to said bridge, and to charge the cost of the whole work to the appropriate items of the appropriation to the Bureau of Surveys.

SECT. 2. The Department of Public Works, Bureau of Surveys, be, and is hereby authorized to revise the lines and grades of Gray's Ferry avenue, between Thirty-sixth street and Paschall avenue, and all cross streets affected, in such a manner as to admit of the construction of the bridge authorized in Section 1, in a location north of the present bridge, in order to give the necessary clearance over the steam railroads crossed and the clearance required by the Secretary of War over the Schuylkill river.

SECT. 3. Upon the confirmation of the plans revising the lines and grades of Gray's Ferry avenue, the Director of the Department of Public Works be, and is hereby authorized to notify the owners of property over and through which Gray's Ferry avenue, as revised, will pass, that at the expiration of three (3) months from the date of said notice the said avenue will be required for public use. Upon the filing of the bond by the Mayor of the City, as authorized in Section 5, and

at the expiration of the said three (3) months' notice, the Director of the Department of Public Works shall forthwith proceed to open said avenue.

SECT. 4. The Director of the Department of Public Works be, and is hereby authorized to appoint such assistant engineers and inspectors as may be required, and to pay for inspection and incidental expenses, charged to the appropriations for the construction of the bridge herein authorized.

SECT. 5. The Mayor is hereby authorized, on behalf of the City of Philadelphia, to enter security for the payment of any damage which may be assessed by reason of the opening of Gray's Ferry avenue upon the revised lines, and for any necessary revisions of grades of adjacent streets, and also to indemnify the owners of private property who may be injured by reason of the construction of the herein authorized bridge and its appurtenances.

Approved the sixth day of April, A. D. 1897.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1897, Page 86.)

AN ORDINANCE

To authorize the Director of the Department of Public Safety to enter into a lease with the Pennsylvania Railroad Company for the premises at the foot of Dock street, river Delaware, to take effect at the expiration of the present lease with the Delaware Avenue Market Company, on December 31, 1898, and certain provisions incident to the making of the lease.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain, That the Director of the*

Department of Public Safety be, and is hereby authorized to enter into a lease with the Pennsylvania Railroad Company for the premises at the foot of Dock street, river Delaware, containing a frontage of 203 feet 10 $\frac{3}{4}$ inches on Delaware avenue, for a term of fifteen (15) years, to take effect from and after the expiration of the present lease with the Delaware Avenue Market Company, on December 31, 1898, at an annual rental of five thousand (5,000) dollars, conditioned upon the construction by the said lessees, within one year after the expiration of the existing lease, upon the property herein mentioned, of a wharf or pier to extend into the river Delaware, at least as far as the adjoining piers on the north are to be extended (approximately two hundred and fifty-three (253) feet east of the old bulkhead line), in accordance with the license therefor granted by the Board of Port Wardens, December 2, 1895, and of the width of one hundred (100) feet in substantially the location fixed by the Board of Port Wardens, in a license granted to the City of Philadelphia, December 2, 1895, and now in force, the detailed plans of said pier or wharf, which shall provide for the extension of the Dock street sewer to the outer end of the proposed pier, to be submitted to and approved by the Director of the Department of Public Works prior to its construction; after approval one copy to be filed in the offices, both of the Directors of the Department of Public Works and Public Safety: *Provided*, That the said lessees shall in no manner impair the property of the City of Philadelphia by encroaching with adjoining piers to the north and south upon the dock room now existing, or otherwise; conditioned, further, upon the right of the City to enter upon the leased property for the construction of the new bulkhead in connection with the widening of Delaware avenue, now under contract, when the Department of Public Works shall notify the Pennsylvania Railroad Company of its intention to make such construction and extension.

SECT. 2. That during the continuance of the lease hereby authorized the said Railroad Company will keep the leased premises in good order and repair, and dredge the dock when required by the Board of Port Wardens, without any expense to the City; and will, at the expiration of the said lease, return the demised premises in good condition to the City of Philadelphia, with all the improvements thereon made by the lessee.

Approved the twenty-third day of November, A. D. 1897.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1897, Page 264.)

AN ORDINANCE

Granting permission to The Franklin Sugar Refining Company to lay railroad sidings across Bainbridge street and Kenilworth street (formerly Almond street).

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That permission be, and is hereby granted to The Franklin Sugar Refining Company, to lay a railroad siding from their present siding across Bainbridge street to the southern side of said street, between the building and curb lines, extending from Penn street to Front street. Also, to lay a siding from the present siding on Swanson street, across Bainbridge street to the western side of Swanson street, between the curb and building line, extending from Bainbridge to South street; also, to lay a siding from the present siding on Delaware avenue, across Kenilworth street (formerly Almond street), to the western side of Delaware avenue, between the curb and building line, extending from Kenilworth to Bainbridge street: *Provided*, That the work shall be done under the supervision of the Department of Public Works, and shall be

removed at any time on the passage of an ordinance or resolution to that effect; and that The Franklin Sugar Refining Company shall pay into the City Treasury the sum of fifty (50) dollars for the printing of this ordinance.

Approved the fifteenth day of December, A. D. 1897.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1897, Page 285.)

AN ORDINANCE

To authorize the revision of lines and grades of Delaware avenue, from Vine street to Fairmount avenue, in the Eleventh Ward.

WHEREAS, Councils by ordinance, approved June 23, 1893, authorized the placing upon the City plan of Delaware avenue, between Christian street and the angle northeast of Laurel street, of a width of not less than one hundred and fifty (150) feet, the easternmost line thereof to conform to the bulkhead line established by the Secretary of War.

AND WHEREAS, Upon petition of citizens the Secretary of War, on January 5, 1894, revised the bulkhead line on the Delaware river, north from Vine street, by moving said line eastward from the original position.

AND WHEREAS, Councils by ordinance, approved March 11, 1895, authorized the placing upon the City plan of a new avenue one hundred and fifty (150) feet wide, to be called Delaware avenue, northward from Fairmount avenue, thus making the widening of the present Delaware avenue, from Fairmount avenue to angle northeast of Laurel street unnecessary.

AND WHEREAS, It will be in the interest of economy and the best results may be obtained by laying out the portion of Delaware avenue, between Vine street and Fairmount avenue, one hundred and fifty (150) feet wide, and in such a manner as to connect on the south with the avenue now established at Vine street, and on the north with the avenue as projected at Fairmount avenue, therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain.* That the Department of Public Works, Board of Surveyors, be, and are hereby authorized to revise the lines and grades of Delaware avenue, between Vine street and Fairmount avenue, in such a manner as to make the same one hundred and fifty (150) feet wide, the westernmost line thereof to conform with the present established westerly line of Delaware avenue.

All ordinances or parts of ordinances inconsistent herewith be, and the same are hereby repealed.

Approved the twenty-fourth day of March, A. D. 1898.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1898, Page 69.)

AN ORDINANCE

Approving the action of the Mayor and the Director of the Department of Public Safety in executing the leases of properties at the foot of Market street to the West Jersey Ferry Company, and to the Camden and Philadelphia Steamboat Company, respectively, and the exchange of such leases and holdings between said Ferry Companies.

WHEREAS, Pursuant to the ordinance of October 6th, 1896, leases have been made in extension of existing

leases as therein authorized to the West Jersey Ferry Company for the wharf or landing, situate on the south side of Market street, on the Delaware river, and to the Camden and Philadelphia Steamboat Ferry Company, for the wharf or landing, situate on the north side of Market street; each and both of said companies being operated in connection with and known as the landings of the Pennsylvania Railroad Company, leases therefor heretofore made, being known as the leases of the Pennsylvania Railroad Company.

AND WHEREAS, The first of said companies operates a line of boats, landing at Market street, Camden, and the second of said companies operates a line of boats landing at Federal street, Camden, each engaged in the transportation of passengers, involving a crossing by the boats of each over the route of the other, in the passage of the Delaware river, to the peril of the public using the same, which can be avoided by an exchange between the ferry companies of the leased premises before referred to;

AND WHEREAS, The parties have agreed to such exchange and the Mayor and Director of Public Safety have approved of the assignment of the existing leases with the view of carrying out such intent;

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the action of said Mayor and Director of the Department of Public Safety be hereby approved and the said assigns are to be construed as being in possession under the original ordinance of October 6, 1896, and of the leases thereunder: *Provided*, The sum of fifty (50) dollars shall be first paid into the City Treasury for the printing of this ordinance.

Approved the twenty-fourth day of March, A. D. 1898.

CHAS. F. WARWICK,

Mayor of Philadelphia.

(Ordinances 1898, Page 71.)

AN ORDINANCE

To further amend an ordinance approved the eighth day of November, 1894, entitled "An Ordinance to revise the lines and grades of that portion of the Thirty-fourth Ward lying between Belmont avenue, Fifty-second street, Columbia (or Leidy) avenue, and Merion avenue."

SECTION I. *The Select and Common Councils of the City of Philadelphia do ordain*, That the ordinance entitled "An Ordinance to revise the lines and grades of that portion of the Thirty-fourth Ward lying between Belmont avenue, Fifty-second street, Columbia (or Leidy) avenue, and Merion avenue, approved the eighth day of November, 1894, be further amended by striking out on the last four lines of said ordinance the words "and shall enter a bond satisfactory to the City Solicitor, agreeing to pay any and all damages that may arise by reason of the changes in lines and grades specified in this ordinance;" and by adding at the end of the section the following: *Provided*, That a satisfactory release be filed with the City Solicitor so that the last proviso to the Section shall read; "*Also provided*, That George W. Sherman and the Pennsylvania Railroad Company shall dedicate so much of their ground as is included within the lines of the proposed Fifty-first-and-a-half street and Forty-fourth-and-a-half street. *Provided*, That a satisfactory release be filed with the City Solicitor.

Approved the seventh day of April, A. D. 1898.

CHAS. F. WARWICK.

Mayor of Philadelphia.

(Ordinances 1898, Page 113.)

AN ORDINANCE

To amend an ordinance entitled "An Ordinance regulating the prices or rates to be charged for the services

rendered to the City of Philadelphia and to the inhabitants of said City by any person or persons or corporation receiving an original or first grant of rights, privileges, and franchises, approved January third, 1896."

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That Section 1 of an ordinance entitled "An Ordinance regulating the prices or rates to be charged for the services rendered to the City of Philadelphia and to the inhabitants of said City by any person or persons or corporation receiving an original or first grant of rights, privileges, and franchises," approved January 3, 1896, be and the same is hereby amended by striking out of the proviso contained in said Section after the word "Ordinance" in the seventh line of said proviso the following words: "And upon the actual and bona fide value of the property which shall have been purchased for the transaction of the said business," so that the ordinance as amended shall read as follows:

An Ordinance regulating the prices or rates to be charged for the services rendered to the City of Philadelphia and to the inhabitants of said City by any person or persons or corporation receiving an original or first grant of rights, privileges and franchises.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That each and every ordinance by which rights, privileges and franchises, or permission or consent to use and enjoy the same in the City of Philadelphia shall be originally or for the first time granted to any person or persons or corporation shall specify the maximum price or rate to be charged for the service proposed under the grant or consent of said ordinance to be rendered to the City of Philadelphia, or to the inhabitants of said City, which said price or rate shall not be thereafter increased except by the adoption of a joint resolution by Councils

to that effect; and the person or persons or corporation upon which such original or first grant, permission or consent shall be conferred, shall enter into an agreement in manner and form to be approved by the City Solicitor, which agreement shall provide that the said rights, privileges and franchises granted, permitted or consented to by said ordinance and all other rights, privileges and franchises thereafter in any wise granted and conferred upon such person or persons or corporation by any ordinance thereafter passed by Councils and approved by the Mayor shall be held and enjoyed upon the following express conditions, viz:

First, That the price or rate to be charged for the said service rendered by such person or persons or corporation to City of Philadelphia and to the inhabitants of said City may, at any time after the expiration of three years from the date of the approval of the ordinance and at intervals of not less than three years thereafter, be diminished by a joint resolution of Councils to that effect, which resolution shall stipulate the maximum price or rate to be charged for the said service for the ensuing three (3) years and the said price or rate so stipulated shall be final and conclusive upon such person or persons or corporation as the maximum price or rate which shall be lawfully charged for the said service until the same shall be increased by a joint resolution of said Councils.

Provided, That a reduction of price or rate shall not, after allowing reasonable expenses of management, diminish the net earnings of such person or persons or corporation below an amount which would be sufficient to pay twelve per cent. per annum upon the actual cash capital invested and employed in the business conducted under the grant, permission, and consent of said ordinance.

Second. That the price or rate to be stipulated by joint resolution of said Councils shall be ascertained

and determined upon the basis of the gross earnings, less reasonable expenses of management of such business during the fiscal year thereof last preceding the adoption of such joint resolution and that for the purpose of ascertaining whether a price or rate can be diminished, and of fixing and establishing the same, such person or persons or corporation shall exhibit in detail all the books, papers and affairs appertaining to said business to a joint committee of the said Councils, appointed for such purpose and to the duly authorized accountants and experts employed by such committee.

Third. That failure on the part of such person or persons or corporation to comply with any of the foregoing conditions shall work a forfeiture of all the rights, privileges and franchises at any time granted and conferred upon such person or persons or corporations.

Approved the fourteenth day of April, A. D. 1898.

CHAS. F. WARWICK,

Mayor of Philadelphia.

(Ordinances 1898, Page 114.)

A SUPPLEMENT

To an ordinance approved April 3, 1894, providing for a revision of the lines and grades upon the City plan in the territory embraced between Cumberland street and the Aramingo canal and east of Richmond street, and to vacate certain streets and to place new streets on plan, etc., etc.

WHEREAS, By "An Ordinance to revise the lines and grades upon the City plan in the territory embraced between Cumberland street on the north and Aramingo canal on the south, and east of Richmond street, and to vacate and strike from the City plan Delaware avenue, from Shackamaxon street to Cumberland street; Ball,

Norris, Plum, York and Rush streets, east of Richmond; Beach street, from a point near Aramingo canal north-east to the north side of Cumberland street; Clayborne street, from Plum to Ball street, and Artisan street, from East Norris street to Ball street; and to widen Richmond street, on the westerly side, from the north line of Cumberland street to the angle northeast of the Aramingo canal, to the width of one hundred and twenty (120) feet, and to place on the plan a new street from the angle northeast of the Aramingo canal to Beach street; to widen Cumberland street on the southwestwardly side to a width of one hundred and twenty (120) feet, from the northwestwardly line of Richmond street to the northwestwardly line of Aramingo canal; to locate and place upon the City plan a street one hundred (100) feet wide to be called Aramingo avenue, from the intersection of East Girard avenue and Ash street to the southwestwardly side of Cumberland street, near Thompson street; to widen Norris street on the southwestwardly side to a width of one hundred (100) feet, from Richmond street to Moyer street; to locate and place upon the City plan a street one hundred (100) feet wide on the bed of Aramingo canal, from the southwardly side of Beach street to East Girard avenue, and from the northeastwardly side of Cumberland street to Somerset street; to strike from the City plan and vacate Aramingo canal, from East Norris street northward to the line of proposed Aramingo avenue, near Cumberland street; to revise the lines and grades upon the City plan of all streets in the vicinity that may be affected by the opening, widening and vacating of the streets aforesaid; to provide for the removal of the railroad tracks now on Beach and Cumberland streets; to provide for the entrance of security by the City of Philadelphia, and to direct the making of the physical changes required to carry this ordinance into effect," approved April 3, 1894, it is provided among other things that the Pennsylvania Railroad Company and River Front Rail-

road Company shall dedicate to public use so much of its ground as shall be required for the opening of Richmond street and the extension of East Girard avenue by the widening of Moyer street; now, therefore,

SECTION I. *The Select and Common Councils of the City of Philadelphia do ordain*, That in consideration of no claim being made for damages for property taken or injuries sustained by widening, extending or opening any of the streets or avenues or the vacation of the streets or of any of the changes authorized by the aforesaid ordinance the City Solicitor is hereby directed and authorized upon the dedication of Moyer street and so much of the ground required for the widening of Richmond street, to release the Pennsylvania Railroad Company and the River Front Railroad Company of any sum assessed as benefits in any proceeding now or hereafter brought in any Court by reason of said ordinance.

Approved the twentieth day of July, A. D. 1898.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1898, Page 187.)

AN ORDINANCE

To authorize the opening of the widened Delaware avenue, from Vine to Green street.

SECTION I. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Works be, and is hereby authorized and directed to notify the owners of the property over and through which the widened Delaware avenue, from Vine to Green street will pass that at the expiration of three months from the date of said notice the same will be required for public use.

SECT. 2. The Mayor of the City of Philadelphia is hereby authorized and empowered to negotiate with said property owners, to adjust the amount of damages to be paid on account of said opening, or may take such other lawful means to determine amount of damages to be paid, and report to Councils the result of such negotiations as early as possible.

Approved the first day of April, A. D. 1899.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1899, Page 75.)

AN ORDINANCE

To amend an ordinance entitled "An Ordinance to authorize the revision of the lines and grades of streets required to avoid grade crossings of the Philadelphia and Trenton Railroad, from Norris street to Butler street in the Twenty-fifth and Thirty-first Wards of the City of Philadelphia; to provide for the elevation of said railroad; to strike from the City plan Trenton avenue, from Lehigh avenue to Butler street; to place on the City plan Wyoming street, from Somerset street to Ann street, from Clearfield street to Clementine street, and from Cope street to Virginia street; also, to place upon the City plan Wittee street, between Fulton street and Auburn street, and between Wayne street and Cambria street; also, to provide for the opening of said Wyoming street and Wittee street; and authorizing the Mayor to enter security for the payment of any damages that may accrue hereunder," approved the second day of February, 1897, and to make an appropriation of nine hundred thousand (900,000) dollars out of the loan made for this purpose, and to provide for the payments therein authorized.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That an ordinance entitled "An Ordinance to authorize the revision of the lines and grades of streets required to avoid grade crossings of the Philadelphia and Trenton Railroad, from Norris street to Butler street, in the Twenty-fifth and Thirty-first Wards of the City of Philadelphia; to provide for the elevation of said railroad; to strike from the City plan Trenton avenue, from Lehigh avenue to Butler street; to place on the City plan Wyoming street, from Somerset street to Ann street, from Clearfield street to Clementine street, and from Cope street to Virginia street; also, to place upon the City plan Wittee street, between Fulton street and Auburn street, and between Wayne street and Cambria street; also, to provide for the opening of said Wyoming street and Wittee street, and authorizing the Mayor to enter security for the payment of any damages that may accrue hereunder," approved the second day of February, 1897, be altered and amended as follows:

Amend Section 1 by striking out the words "Commerce Street Branch," and inserting in place thereof the words, "River Front Railroad," so that said section as amended shall read as follows:

"SECTION 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Department of Public Works (Bureau of Surveys) be, and is hereby authorized and directed to revise the lines and grades of the City plans along the line of the Philadelphia and Trenton Railroad, from Norris street to Butler street, in the Twenty-fifth and Thirty-first Wards, so that all grade crossings of said railroad may be avoided; and to strike from the City plan Trenton avenue, from Lehigh avenue to Butler street, and to place upon the City plan Wyoming street, of the width of twenty-five (25) feet, between Somerset street and Ann street, and from Clearfield street to Clementine street, and from Cope street

to Virginia street. Also, to place on the City plan Wittee street, thirty (30) feet wide, parallel with Trenton avenue, between Fulton street and Auburn street, and between Wayne street and Cambria street; *Provided*, That before the Board of Surveyors confirm the plans of the revision herein authorized, the Pennsylvania Railroad Company, lessee of the Philadelphia and Trenton Railroad, shall file in the Department of Public Works (Bureau of Surveys), an obligation, approved by the City Solicitor, that it will raise the grade of its railroad between the south side of Norris street and the south side of Butler street, as in the revision of said plans may be found necessary, including the connection with the River Front Railroad on Lehigh avenue, in order to avoid all crossings with streets at grade: *And provided further*, That upon the elevation of said railroad between said points no street nor road hereafter to be laid out or opened between the points above named shall be approved to cross the said railroad at grade. The said railroad company shall construct all the bridges and other work incident thereto within the lines of the right of way of said railroad in accordance with said revision, and shall also alter and reconstruct all sewers, water and gas mains, electrical conduits and other municipal structures incident to all the aforesaid work, and necessary for its proper completion. The changes in the elevation of the railroad and the construction of the bridges shall be done by said railroad company in such manner as not to materially interfere with the traffic on said railroad or streets."

Amend the second section by striking out the words "Commerce Street Branch," and inserting in place thereof "River Front Railroad," so that said section as amended shall read as follows:

"SECT. 2. The said railroad, from the south side of Norris street to the north side of Somerset street, shall be supported on an iron or steel structure with openings

the full width of the cross streets between the house lines, with the privilege of placing iron or steel columns within the curb lines of the footwalks for the purpose of supporting the cross girders. The clear headroom under the girders of all cross streets between Norris street and Somerset street, shall be at least thirteen (13) feet, with the exception of Susquehanna avenue, Dauphin street, Frankford avenue, York street, Huntingdon street, and Lehigh avenue, where the clearance shall be at least fourteen (14) feet. From Somerset street to the south side of Butler street the railroad shall be carried on an earthen embankment or iron or steel superstructure with openings at the cross streets of the full width of the streets between house lines, with the right to place iron or steel columns within the curb lines, giving a clear height under the girders at all cross streets of at least fourteen (14) feet. The connection with the River Front Railroad shall be supported on an iron or steel superstructure or such other structure as shall meet the approval of the Chief Engineer of the Bureau of Surveys, constructed along the northeast side of Lehigh avenue, descending with a generally uniform grade so as to reach the surface of Lehigh avenue, at or near the north line of Cedar street, and crossing Cedar street and Lehigh avenue at grade, making connection with present line of railroad on Commerce street, south of Cedar street.

“The detail plans and specifications for all retaining walls, abutments, bridges, superstructures and for all other parts of work herein authorized, shall be submitted to the Director of the Department of Public Works for his approval prior to the work which they represent being commenced.”

Amend Section 4 by inserting after the word “dedicate,” in line 3 of said section, the words “and cause to be dedicated.” Also, amend Section 4 by striking out all after the word “same,” in the eighth line, and inserting in place thereof the following: “And shall receive from

the City of Philadelphia, contemporaneously with such dedication and as consideration therefor and for the said work, the sum of seven hundred and fifty thousand (750,000) dollars, by warrants to be drawn by the Chief Engineer of the Bureau of Surveys and approved by the Director of the Department of Public Works, in accordance with this and other existing ordinances,"

So that the fourth section as amended will read as follows:

"SECT. 4. Upon the completion of the work herein authorized the Pennsylvania Railroad Company, lessee of the Philadelphia and Trenton Railroad, shall dedicate and cause to be dedicated to the City of Philadelphia for highway purposes all portions of the bed of Trenton avenue, between Norris street and Lehigh avenue, owned and occupied by it, subject to the right of the said railroad companies to maintain their elevated structures over and upon the same; and shall receive from the City of Philadelphia contemporaneously with such dedication and as consideration therefor and for the said work, the sum of seven hundred and fifty thousand (750,000) dollars, by warrants to be drawn by the Chief Engineer of the Bureau of Surveys, and approved by the Director of the Department of Public Works, in accordance with this and other existing ordinances."

Amend Section 5 by striking out the words and figures following the words "shall be," in lines 1 and 2 thereof, down to and including the words "as herein authorized," in the tenth line, and inserting in place thereof the following: "be paid for out of the sum of nine hundred thousand (900,000) dollars which is hereby appropriated to the Department of Public Works (Bureau of Surveys) out of the loan of eleven million two hundred thousand (11,200,000) dollars, approved the seventeenth day of June, 1898, for the purpose of paying the Pennsylvania Railroad Company, lessee of the Philadelphia and Trenton Railroad, for the work of elevating its railroad, build-

ing the said bridges and other work incident thereto, as herein authorized, and for the land which it is to dedicate and cause to be dedicated for highway purposes as hereinbefore provided." Also, strike out the following at the end of Section 5: "The said nine hundred thousand (900,000) dollars being taken from a loan created by ordinance, approved July 16, 1896," so that Section 5 as amended will read:

"SECT. 5. The cost of the work hereby authorized shall be paid for out of the sum of nine hundred thousand (900,000) dollars which is hereby appropriated to the Department of Public Works (Bureau of Surveys), out of the loan of eleven million two hundred thousand (11,200,000) dollars, approved the seventeenth day of June, 1898, for the purpose of paying the Pennsylvania Railroad Company, lessee of the Philadelphia and Trenton Railroad, for the work of elevating railroad, building the said bridges, and other work incident thereto as herein authorized, and for the land which it is to dedicate and cause to be dedicated for highway purposes as hereinbefore provided. The remaining one hundred and fifty thousand (150,000) dollars is for the payment of any damages which may be assessed by reason of the change of grade or taking of any property necessary in the work of changing the grade of said railroad tracks; for the opening of Wyoming street and Wittee street, or any damages that may be caused by the revision of the plans herein provided for, and for the payment of salaries of inspectors and incidental expenses."

And further amend said ordinance by adding at the end of Section 7 the following: "In consideration whereof no benefits shall be assessed upon any property of either railroad company or persons holding property for their use;" so that said Section 7 shall read as follows:

"SECT. 7. The Mayor of the City is hereby authorized to enter security on behalf of the City of Philadelphia for the payment of any damages which may be assessed

by reason of the change of grade or the taking of any property necessary in the work of changing the grade of said railroad tracks or for opening said Wyoming street or Wittee street, or any damage that may be caused by the revision of the plans herein provided for: *Provided*, That there shall be a release of damages on behalf of the Pennsylvania Railroad Company, lessee of the Philadelphia and Trenton Railroad, or for any person holding property in their behalf, filed in the Law Department upon the confirmation of said revised plans by the Board of Surveyors. In consideration whereof no benefits shall be assessed upon any property of either railroad company or persons holding property for their use."

Approved the first day of April, A. D. 1899.

CHAS. F. WARWICK,
Mayor of Philadelphia.

(Ordinances 1899, Page 67.)

AN ORDINANCE

Authorizing George B. Newton & Co. to lay a siding on Thirtieth street, below Walnut street, to connect their yard with the tracks of the Pennsylvania Railroad Company.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That George B. Newton & Co., be and are hereby authorized to lay a siding on Thirtieth street, below Walnut street, to connect their yard with the tracks of the Pennsylvania Railroad Company on Thirtieth street; *Provided*, That the said siding shall be laid under the supervision and to the satisfaction of the Department of Public Works, and that the said siding shall be removed at any time on the passage of a resolution or ordinance to that effect; *And provided*.

That the said George B. Newton & Co. shall first pay into the City Treasury the sum of fifty (50) dollars for the printing of this ordinance.

Approved the twenty-sixth day of June, A. D. 1899.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1899, Page 146.)

SUPPLEMENT

To ordinance approved January 13, 1896, authorizing the creation of a loan or loans by the City of Philadelphia for the sum of two million (2,000,000) dollars for the work necessary to widen Delaware avenue to its full width between Vine and South streets, and for all costs and expenses arising therefrom, and for the purpose of improving the channel of the river Delaware.

WHEREAS, Section second of the ordinance provides as follows: Section 2, The money raised by the loan or loans authorized by the first section of this bill shall be expended as follows: For widening Delaware avenue, between Vine and South streets, to its full width, for paving and repaving said avenue and other streets necessary to complete the work, for the construction, re-construction and alteration to all sewers, gas and water mains, electric conduits and other municipal constructions incident thereto; for the erection of a bulkhead wall of stone on the easternmost line of the said avenue between the points named, and the extension of the wharves owned by the City to the present established Port Warden's line, and such other work as may be necessary to complete the widening of said avenue, including all necessary expenses for the proper construction and supervision of all the foregoing work, and for costs and damages by reason of the revision of the lines and grades one million five hundred thousand (1,500,000) dollars

and for the purpose of improving the channel of the river Delaware five hundred thousand (500,000) dollars.

AND WHEREAS, The work of widening the said avenue between Vine and South streets is nearly completed, the payment of the costs and damages by reason of the revision of the said grades and lines has been made, it is apparent that the cost of the said work will not amount to the sum of one million five hundred thousand (1,500,000) dollars,

AND WHEREAS, The City of Philadelphia by Ordinance approved 24th day of March, 1898, has provided for the widening and extension of the said Delaware avenue, from Vine street northward to Green street.

AND WHEREAS, It is for the interest of the City of Philadelphia that the said work should be completed at the earliest possible day, now, therefore.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the second section of the above recited Ordinance be and is hereby amended as follows: Section 2. The money raised by loan or loans authorized by the first section of this bill shall be expended as follows: For widening Delaware avenue, from Vine to South streets, and for widening Delaware avenue, from Vine street to Green street, to its full width, for paving and re-paving said avenue and other streets necessary to complete the work, for the construction, reconstruction and alteration of all sewers, gas and water mains, electric conduits, and other municipal constructions incident thereto; for the erection of a bulkhead wall of stone on the easternmost line of the said avenue between the points named, and the extension of the wharves owned by the City to the present established Port Warden's line and such other work as may be necessary to complete the widening of said avenue, including all necessary expenses for the proper construction and supervision of all the foregoing work, and for costs and

damages by reason of the revision of the lines and grades, one million five hundred thousand (1,500,000) dollars, and for the purpose of improving the channel of the Delaware river, five hundred thousand (500,000) dollars. *Provided, however,* That no part of the said fund shall be appropriated to the improvement of Delaware avenue, between Vine and Green streets, except out of such excess thereof as shall remain after making full provision for the completion of the improvements of Delaware avenue, between Vine and South streets, in accordance with the provision of the Ordinance to which this is a supplement; *Provided,* The work shall start at Vine street and continue north.

Approved the second day of October, A. D. 1899.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1899, Page 182.)

AN ORDINANCE

To strike from the City plan the widened portion of Norris street, from Richmond street to Girard avenue, in the Eighteenth Ward.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain,* That the Department of Public Works be authorized and directed to strike from the City plan the widened portion of Norris street, from Richmond street to Girard avenue, in the Eighteenth Ward, so that the said street shall be of the width of 60 feet, as now physically opened: *Provided,* The parties in interest first file an agreement satisfactory to the City Solicitor not to claim damages by reason of the said change.

Approved the thirtieth day of November, A. D. 1899.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1899, Page 201)

AN ORDINANCE

To revise the grades upon that portion of the plan No. 248, bounded by Woodland avenue, P., W. & B. R. R., Sixty-third street and Sixty-fifth street.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public works be authorized to revise the grades on that portion of the plan No. 248, bounded by Woodland avenue, P., W. & B. R. R., Sixty-third street and Sixty-fifth street.

Approved the twenty-seventh day of November, A. D. 1899.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1899, Page 229.)

AN ORDINANCE

To authorize the construction of a retaining wall at Sixty-second street and Philadelphia, Wilmington and Baltimore Railroad.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works be authorized to enter into a contract for the construction of a retaining wall at Sixty-second street and Philadelphia, Wilmington and Baltimore Railroad, the cost not to exceed the sum of two thousand (2,000) dollars. The said amount to be taken from Item 6, for grading, in the annual appropriation to the Department of Public Works (Bureau of Highways).

Approved the eighteenth day of December, A. D. 1899.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1899, Page 236.)

AN ORDINANCE

Authorizing and directing the Mayor to sell certain real estate now belonging to the City.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Mayor be, and is hereby, authorized and directed to sell to the highest bidder the property bounded by Twenty-third, Market and Filbert streets and the Schuylkill River, known as the Ninth Ward Gas Works property, and the site of the Lehigh avenue reservoir, bounded by Sixth, Somerset and Eighth streets and Lehigh avenue, the money so secured to revert to the Sinking Fund for the extinguishment of the City debt: *Provided*, The sale shall be confirmed by Councils.

Approved the thirteenth day of December, A. D. 1899.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1899, Page 385.)

AN ORDINANCE

To authorize the Mayor to execute a deed to the Pennsylvania Railroad Company for property in the Twenty-sixth and Thirty-sixth Wards.

WHEREAS, The Pennsylvania Railroad Company has condemned for a branch railroad the land hereinafter described and has offered in lieu of a proceeding to assess damages by viewers to pay to the City the sum paid by it under proceedings appropriating it, which offer is accepted; now therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Mayor be, and is hereby authorized in consideration of the sum of twenty thousand and ninety (20,090) dollars to be paid him for

the use of the City and the execution of a bond by the Pennsylvania Railroad Company to indemnify the City of Philadelphia for any further expenditure it may make for the land hereinafter mentioned or for the taking of it or any part of it beyond the amount hereinbefore specified to execute a deed of conveyance, on part of the City, conveying in fee, to the Pennsylvania Railroad Company and its successors, all that certain strip or piece of land situate partly in the Thirty-sixth Ward and partly in the Twenty-sixth Ward, in the City of Philadelphia and State of Pennsylvania, bounded and described as follows, viz.: Beginning at a point in the eastern line of Twentieth street distant 130 feet southward from the southern line of Avenue Forty-two South as laid down on the general plan of said City and extending thence along the eastern line of said Twentieth street north 14 degrees 30 minutes East 30 feet to a stake; thence by other land of said City parallel with the line of the said Avenue Forty-two South and 100 feet distant southward therefrom, it being also parallel with the line established for the centre line of the Schuylkill River Branch of the Pennsylvania Railroad and 30 feet distant northward therefrom south 75 degrees 30 minutes east 2627 feet $8\frac{1}{4}$ inches to a stake in the western line of Broad street; thence along the line of the said Broad street south 14 degrees 30 minutes west 30 feet to a stake in the centre line of the said railroad, and still by the same course the further distance of 115 feet $1\frac{1}{8}$ inches to a stake in the north-eastern line of Government avenue; thence along the line of said avenue north 73 degrees 8 minutes west 842 feet $8\frac{3}{8}$ inches to a stake in the eastern line of Sixteenth street; thence along the line of the said Sixteenth street north 14 degrees 30 minutes east 50 feet 4 inches to a stake; thence by other land of said City parallel with the centre line of the said railroad and 30 feet distant southward therefrom north 75 degrees 30 minutes, west 1785 feet $8\frac{1}{4}$ inches to a stake in the Eastern line of Twentieth street aforesaid; and thence along the line of the said

Twentieth street north 14 degrees 30 minutes east 30 feet to the place of beginning. Containing 4.928-1000 acres more or less.

Also, all that certain lot or piece of land situate in the First Ward in said City, bounded and described as follows, viz.: Beginning at a stake at the northeast corner of Broad street and Government avenue as laid down on the aforesaid plan, and extending thence along the eastern line of the said Broad street north 14 degrees 30 minutes east 119 feet 9 $\frac{3}{4}$ inches to a stake in the centre line of the aforesaid railroad, and still by the same course the further distance of 30 feet to a stake; thence by other land of said City parallel with the centre line of the said railroad and 30 feet distant northward therefrom south 75 degrees 30 minutes east 1408 feet 4 $\frac{3}{4}$ inches to a stake in the western line of Eleventh street; thence along the line of the said Eleventh street south 14 degrees 30 minutes west 30 feet to a stake in the centre line of the said railroad, and still by the same course the further distance of 177 feet 10 $\frac{7}{8}$ inches to a stake in the northeastern line of Government avenue aforesaid; and thence along the line of the said Government avenue north 73 degrees 8 minutes west 1409 feet 7 $\frac{1}{8}$ inches to the place of beginning. Containing 5.783-1000 acres more or less.

Approved the twenty-eighth day of March, A. D. 1900.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1900, Page 91.)

AN ORDINANCE

To determine the obligation of an agreement dated November 10, 1847, between the County of Philadelphia and the Philadelphia, Wilmington and Baltimore

Railroad Company, and to strike from the City plan and vacate certain streets and roads.

WHEREAS, An agreement dated November 10, 1847, was made, pursuant to the authority of Section 7 of an Act passed March 16, 1839 (P. L. 105) between the County of Philadelphia and the Philadelphia, Wilmington and Baltimore Railroad Company, whereby the bridge of said company at Gray's Ferry over the river Schuylkill was made free of toll as in Act authorized, and in consideration of the sum of fifty-five thousand (\$55,000) dollars said company agreed to forever maintain said bridge as may be necessary to preserve a safe passage over the same at all times:

AND WHEREAS, The City of Philadelphia has in process of erection a bridge over the river Schuylkill near Gray's Ferry, which will, in its judgment, better and more safely accomplish the purpose of the agreement aforesaid, and desires said company to return said sum of money to aid it in its bridge erection as aforesaid, which said company agrees to do upon the vacation of certain streets and the carriage conveniently of said bridge on the west side of the river above and over the railroad tracks of said company and of the Junction Railroad Company, in which it is interested; now, therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor* be authorized, on behalf of the City, to enter into an agreement with the Philadelphia, Wilmington and Baltimore Railroad Company in the following form and substance, that is to say:

Memorandum of Agreement, made and entered into this day of _____, A. D. 19____, by the City of Philadelphia, party of the first part, and the Philadelphia, Wilmington and Baltimore Railroad Company, party of the second part, witnesseth:

The said railroad Company covenants and agrees as follows: That it will pay to the said City, party of the

first part, the sum of fifty-five thousand (55,000) dollars, in consideration of which payment the said City covenants and agrees as follows:

First. That it will and does hereby release the said Philadelphia, Wilmington and Baltimore Railroad Company from each and every obligation incurred by or imposed upon it by certain articles of agreement dated November 10, 1847, made pursuant to the authority of Section 7 of an Act passed March 16, 1839 (P. L. 105), between the County of Philadelphia and the Philadelphia, Wilmington and Baltimore Railroad Company, with reference to the bridge of said railroad company at Gray's Ferry.

Second. That it will vacate the portion of Gray's Ferry road, on the east side of the Schuylkill river, now open and publicly used, from the southwest line of Gray's Ferry avenue, as confirmed July 19, 1897, to the west side of the Schuylkill river; strike from the City plan and vacate Old Gray's Ferry avenue on the east side of the Schuylkill river (as shown upon City plan confirmed June 4, 1862) from the southwest line of Gray's Ferry avenue as confirmed July 19, 1897, to the Schuylkill river, and also that part of Gray's Ferry avenue, now open and publicly used, on the west side of the Schuylkill river (as shown upon City plan confirmed April 18, 1887), from the Schuylkill river to the south line of Gray's Ferry avenue, as confirmed July 19, 1897; also, that portion of the original Gray's Ferry road situate between the west side of the Schuylkill river and the south line of Gray's Ferry avenue, as confirmed July 19, 1897, which portions of Gray's Ferry avenue and Gray's Ferry road are hereby vacated, and the Department of Public Works is hereby authorized to strike the same from the public plan and to adopt and complete any additional action which may be necessary for legally effectuating such vacation.

And the said railroad company further covenants and agrees that it will pay to the said City an additional sum

of twenty thousand (20,000) dollars, in consideration of which additional payment the said City covenants and agrees that it will presently construct the bridge now in process of erection across the river Schuylkill, near Gray's Ferry, and thereafter maintain the same, from and beyond the western shore of said river over the railroad tracks and right of way of said Philadelphia, Wilmington and Baltimore Railroad Company, and over and across the tracks and right of way of the Junction Railroad Company, in which latter company the said Philadelphia, Wilmington and Baltimore Railroad Company is interested, at a clear elevation above the tracks of said railroads of twenty (20) feet between the rails of the said railroad companies respectively and the lowest overhanging part of said bridge, said work to be in accordance with plan approved June 21, 1897, by William H. Brown, Chief Engineer of the Philadelphia, Wilmington and Baltimore Railroad Company.

Third. And the said Philadelphia, Wilmington and Baltimore Railroad Company hereby agrees, that upon the vacation of the portions of streets and roads, as hereinbefore described, it will waive all claims whatsoever for land and other damages by reason of the placing upon the City plan and opening of Gray's Ferry avenue, as confirmed July 19, 1897, and also by reason of the location and construction of the new Gray's Ferry bridge by the City of Philadelphia.

In witness whereof, the said City has caused to be attached hereto its corporate seal, duly attested by the signature of the Mayor, and the said Philadelphia, Wilmington and Baltimore Railroad Company has caused its corporate seal to be attached hereto, duly attested by its President and Secretary, the day and year first hereinbefore written.

Approved the fifth day of April, A. D. 1900.

SAMUEL H. ASHBRIDGE,

Mayor of Philadelphia.

(Ordinances 1900, Page 137.)

AN ORDINANCE

To improve the facilities for, and safety of public travel by authorizing the widening of certain streets south of the Pennsylvania Railroad Company's Broad Street Station, and the construction of a bridge across Market street connecting therewith.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the surface of a strip of land fourteen (14) feet wide on the north side of South Penn Square street, between Broad and Fifteenth streets, and also the surface of a strip of land eighteen (18) feet wide on the east side of Fifteenth street, between South Penn Square and Market streets, together with a headway of fourteen (14) feet above said strips measured from the level of the grade of the present sidewalk, be appropriated for the purposes of a public sidewalk; the owners of the said land, their heirs and assigns, to have the right to support any building or buildings which may be erected by them over said land and space above appropriated, by posts or columns placed on said land and along and inside the present building line, the number, size, material and spacing of which posts or columns shall be approved by the Mayor.

SECT. 2. That eleven (11) feet of the present footway on the north side of South Penn Square street, and on the east side of Fifteenth street adjacent to the aforesaid strips of land, shall be added to the cartway of said streets respectively, and the curb line changed accordingly.

SECT. 3. That the Department of Public Works (Board of Surveyors) is hereby authorized to revise the public plan in accordance with the preceding provisions of this ordinance.

SECT. 4. That the Mayor, Director of the Department of Public Works and City Solicitor are hereby authorized to negotiate with the owners of property as

to their several damages, and the adjustment thereof shall be reported to Councils for an appropriation; or, in the event of inability to agree on such damages, the Mayor is hereby authorized and directed to enter security on behalf of the City of Philadelphia for the payment of any damages which may be assessed by reason of the acquisition of property hereinbefore authorized.

SECT. 5. That the Pennsylvania Railroad Company be authorized to construct a bridge parallel with and eastward of the present eastern building line of Fifteenth street extended from the train floor of its Broad Street Station on the north side of Market street to the building line on the south side of said last named street, said bridge to be of the width of twenty (20) feet, to be so constructed as to leave a clear headway of sixteen (16) feet above the centre of the present paved cartway of Market street, and to be connected on the south side of Market street with the said public sidewalk by steps and approaches on private property: *Provided*, That right to erect said bridge shall be revocable by the passage of an ordinance of Councils when necessity for such action in the public interest demands.

SECT. 6. Before any work shall be done in accordance with the provisions of this ordinance the sum of fifty (50) dollars shall first be paid into the City Treasury by the Pennsylvania Railroad Company for the printing of the ordinance.

Approved the ninth day of June, A. D. 1900.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1900, Page 163.)

AN ORDINANCE

To authorize the construction of a bridge on the line of Coulter street over the Philadelphia, Germantown and Chestnut Hill Railroad, and to make the necessary revision of grade, and to make an appropriation therefor.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works be authorized to prepare plans and enter into a contract for the construction of an iron bridge on the line of Coulter street, of the full width of cartway of said Coulter street with sidewalks five feet wide, over the Philadelphia, Germantown and Chestnut Hill Railroad, and to make the necessary revision of grades, in order that the said bridge give a proper clearance over the said railroad: *Provided*, The Union Traction Co. and the Pennsylvania Railroad Co. first file an agreement to pay all costs and expenses over the sum of ten thousand (10,000) dollars for the construction of said bridge and the revision of grades: *Provided*, If the cost of said work be less than twenty thousand (20,000) dollars, the City shall be liable for one-half of said cost only. Bids for the construction of said bridge shall be advertised for and the contract awarded to the lowest responsible bidder.

SECT. 2. The sum of ten thousand (10,000) dollars be, and the same is hereby appropriated to Item 30 in the annual appropriation to the Department of Public Works, Bureau of Surveys, for the construction of the bridge authorized in Section 1.

Approved the fourteenth day of June, A. D. 1900.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1900, Page 164.)

AN ORDINANCE

To authorize the construction of certain bridges, and the work appurtenant thereto; providing for carrying into effect such authority and authorizing the Mayor to enter security for damages to private property.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Works be and is hereby authorized and directed to enter into contracts for the construction of new bridges, including the work appurtenant thereto, as follows: To continue the work on the bridges and retaining walls on the line of Thirty-third street over the Connecting Railway and the Philadelphia and Reading Railway; over Frankford Creek on the line of Frankford avenue and on the line of Old Front Street road, including changing the course of Frankford Creek, between Kensington avenue and Frankford avenue, and the construction of the necessary sewers, drainage channels and retaining walls over private property; under the North Pennsylvania Railroad on line of Allegheny avenue: *Provided*, The Philadelphia and Reading Railway Company pay one-half the cost of the superstructure and the cost of as much of the masonry as would amount to twenty-four (24) feet in length of each abutment; under the North Pennsylvania Railroad, on line of Luzerne street (to abolish grade crossing on line of Rising Sun Lane); under the Connecting Railway on line of Lehigh avenue, including the construction of the necessary sewers in Eighteenth street, from Glenwood avenue to Lehigh avenue, and in Lehigh avenue; over the Baltimore and Philadelphia Railroad on line of Gibson avenue: *Provided*, The Baltimore and Philadelphia Railroad Company pay the proportion of cost required by the Ordinance of Councils approved July 3, 1885, relative to the construction of the said railroad within the City of Philadelphia; over the West Chester and Philadelphia Railroad on line of Fifty-second street; over the

Philadelphia, Wilmington and Baltimore Railroad on line of Seventy-first street (temporary bridge); over the North Pennsylvania Railroad on line of Oak lane: *Provided*, The Philadelphia and Reading Railway Company pay one-half the cost; under the Chestnut Hill Branch of the Philadelphia and Reading Railway on the lines of High street, Chew street and Washington lane, including all the appurtenant work necessary to abolish the grade crossings at these streets; under the Connecting Railway on line of Dauphin street; under the Tabor Branch of the Philadelphia and Reading Railway and under the North Pennsylvania Railroad on the line of Olney avenue; to commence a bridge over the Schuylkill River on line of Passyunk avenue.

SECT. 2. That the following sums be and are hereby set aside from the items for new bridges in the appropriations in the Department of Public Works (Bureau of Surveys) for the year 1900, for the construction of said bridges and the work appurtenant thereto: To continue the work on the bridges and retaining walls on the line of Thirty-third street over the Connecting Railway and the Philadelphia and Reading Railway, one hundred and twenty-five thousand (125,000) dollars; over Frankford Creek, on line of Frankford avenue and on line of Old Front street, including changing the course of Frankford Creek between Kensington avenue and Frankford avenue, and the construction of the necessary sewers, drainage channels and retaining walls, one hundred thousand (100,000) dollars; under the North Pennsylvania Railroad on line of Allegheny avenue, forty thousand (40,000) dollars; under the North Pennsylvania Railroad on line of Luzerne street (to abolish grade crossings on line of Rising Sun Lane), ninety-one thousand (91,000) dollars; under the Connecting Railway on line of Lehigh avenue, seventy-four thousand (74,000) dollars; over the Baltimore and Philadelphia Railroad on the line of Gibson avenue, thirty thousand (30,000) dollars; over the West Chester and Philadelphia Rail-

road on line of Fifty-seventh street, twenty-eight thousand (28,000) dollars; over the Philadelphia, Wilmington and Baltimore Railroad on line of Seventy-first street, seventeen thousand (17,000) dollars; over the North Pennsylvania Railroad on line of Oak lane, ten thousand (10,000) dollars; under the Chestnut Hill Branch of the Philadelphia and Reading Railway on the lines of High street, Chew street and Washington lane, seventy thousand (70,000) dollars; under the Connecting Railway on line of Dauphin street, forty thousand (40,000) dollars; under the Tabor Branch of the Philadelphia and Reading Railway and under the North Pennsylvania Railroad on the line of Olney avenue, fifty thousand (50,000) dollars; to commence a bridge over the Schuylkill River on line of Passyunk avenue, seventy-five thousand (75,000) dollars: *Provided*, That in the event of any of the aforesaid bridges costing less than the sums herein set aside for their construction, the Director of the Department of Public Works is hereby authorized, at his discretion, to use the balance, or any part thereof, for the completion of any of the bridges herein named, for which the sum set aside is insufficient. The cost of sewers in Lehigh avenue and Eighteenth street to be taken from the Item for Branch Sewers in the annual appropriation to the Department of Public Works (Bureau of Surveys).

SECT. 3. The Director of the Department of Public Works be and is hereby authorized and directed to advertise for proposals and to award contracts, as provided in existing ordinances and laws, for the construction of the said bridges, and in accordance with plans and specifications to be prepared by the Department of Public Works, and is also authorized to appoint assistants and inspectors as may be requisite, and to pay all expenses for salaries, inspection, tests, transportation and incidental expenses not otherwise provided for, out of the appropriation for the cost of the said bridges.

SECT. 4. That the Mayor is hereby authorized to enter security on behalf of the City to indemnify the owners of private property who may be injured by reason of the carrying out of the provisions of this ordinance.

Approved the twelfth day of December, A. D. 1900.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1900, Page 283.)

AN ORDINANCE

To make an appropriation to the Mayor for the year 1901.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the sum of four hundred and eighty-one thousand one hundred and thirteen (481,113) dollars and sixty-six (66) cents be, and the same is hereby appropriated to the Mayor, for the year 1901.

Item 16. To pay the Commercial Trust Company for damages sustained in the widening of certain streets south of the Pennsylvania Railroad Company's station (see Common Council Appendix No. 56), one hundred and ninety-two thousand nine hundred and eleven (192,911) dollars and twenty-five (25) cents: *Provided*, That the Commercial Trust Company, the said sole owner, shall by a conveyance or conveyances sufficient in the opinion of the City Solicitor vest said property in the City of Philadelphia for the declared public use as though the same were awarded by a confirmed report of a jury assessing damages in accordance with law for said taking.

Provided, That the City Controller may countersign warrants against Items 3, 4 and 6 for bills for the year 1900.

And warrants shall be drawn by the Mayor in conformity with existing ordinances. All ordinances or parts of ordinances inconsistent herewith be, and the same are hereby repealed.

Approved the thirty-first day of December, A. D. 1900.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1900, Page 395.)

AN ORDINANCE

Granting permission to Thomas M. Hammett to lay and maintain two 4-inch iron pipes under and across Filbert street, above Fifteenth street, in the Ninth Ward, for the conveyance of exhaust steam and for hydraulic purposes.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That permission be, and is hereby given to Thomas M. Hammett, to lay and maintain two 4-inch iron pipes under and across Filbert street, above Fifteenth street, in the Ninth Ward, one pipe for the purpose of conveying exhaust steam for heating purposes, and the other for hydraulic purposes, from the premises No. 1510 Filbert street, to connect with building on the north side of No. 1521 Filbert street. The said pipes shall be laid under the supervision of the Department of Public Works and in accordance with plans to be approved by said Department. Before exercising any privilege under this ordinance the said Thomas M. Hammett shall enter into an agreement satisfactory to the City Solicitor indemnifying the City against all damages by reason of the laying and maintenance of said pipes and shall restore in good con-

dition the pavement torn up, and shall pay into the City Treasury the sum of fifty (50) dollars for printing this ordinance. The privilege hereby granted shall be revocable at any time upon the passage of an ordinance to that effect.

Approved the fifth day of March, A. D. 1901.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1901, Page 33.)

AN ORDINANCE

To revise the grade of Dauphin street, between Twenty-second street and Sedgley avenue, in the Twenty-eighth Ward.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works (Board of Surveyors) be authorized to revise the grades of Dauphin street, between Twenty-second street and Sedgley avenue, in the Twenty-eighth Ward, in order to provide additional head room for the proposed bridge on the line of Dauphin street, under the Connecting Railway.

Approved the fifth day of March, A. D. 1901.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1901, Page 38.)

AN ORDINANCE

To authorize the revision of the City plans as to a portion of Filbert street, between Twentieth and Twenty-first streets, in the Ninth Ward.

SECTION 1. *The Select and Common Councils of the*

City of Philadelphia do ordain, That to enable the Pennsylvania Railroad Company to have exclusive occupancy by the solid structure of the portion of Filbert street east of Twenty-first street, now embraced within the lines of its present occupancy, and to enable the public to have a full width of fifty-one feet for exclusive occupancy as a public street, the Department of Public Works (Board of Surveyors) is hereby authorized and directed to revise the public plans by including as part of Filbert street the land embraced in the following description, namely: Commencing at a point on the northern house line of Filbert street at a point two hundred and sixty-six feet six inches eastward from the eastern line of Twenty-first street, thence westwardly along the said northern house line of Filbert street two hundred and sixty-six feet six inches to the northeast corner of Filbert and Twenty-first streets; thence northward along the eastern house line of Twenty-first street, thirty-three feet to a point; thence by a straight line in a southeasterly direction, two hundred and sixty-eight feet six and three-eighths inches to the place of beginning, and by vacating so much of Filbert street as is contained in the following description, namely: Commencing at a point on the southern house line of Filbert street at a distance of two hundred and sixty-three feet four and one-quarter inches eastwardly from the eastern line of Twenty-first street; thence westwardly along the southern house line of Filbert street two hundred and sixty-three feet four and one-quarter inches to the southeast corner of Twenty-first and Filbert streets; thence northward along a line in extension of the eastern line of Twenty-first street a distance of thirty-two feet seven and three-quarter inches to a point; thence by a straight line in a southeasterly direction two hundred and sixty-five feet four and one-half inches to the place of beginning.

Provided, The Pennsylvania Railroad Company shall first agree not to claim damages by reason of said revision and vacation, and shall also dedicate to the City so much

of their ground as lies between the new lines of said street when revised, and shall replace the necessary municipal structures without expense to the City. All ordinances or parts of ordinances inconsistent herewith be, and the same are hereby repealed.

Approved the twelfth day of March, A. D. 1901.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1901, Page 60.)

AN ORDINANCE

To revise the lines and grades of Thirty-first street, between Powelton avenue and Baring street, and to strike from the City plan and vacate a portion of Powelton avenue and Thirty-first street, in the Twenty-fourth Ward, and to authorize the occupation by the Pennsylvania Railroad Company of the portions of the streets vacated.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works (Board of Surveyors) be authorized to revise the lines and grades of Thirty-first street, between Powelton avenue and Baring street, and to strike from the City plan and vacate the portions of the present Powelton avenue and Thirty-first street, which lie eastward of the easterly line of Thirty-first street, as authorized to be revised under this ordinance: *Provided*, That the Pennsylvania Railroad Company enter into an agreement satisfactory to the City Solicitor to open Thirty-first street on the new line, and dedicate same to the City, pay all damages that may be caused by the said change, repave the street with asphaltum as far as the change extends, reconstruct the sewers and inlets, relay gas and water-pipes, and support the east side of the new

streets with a stone wall, the work to be done under the supervision and inspection of the Department of Public Works. Whereupon the portions of Thirty-first street and Powelton avenue vacated by this ordinance shall be closed, and the Pennsylvania Railroad Company shall be authorized to occupy with its railroad tracks and other structures such vacated portions of such street and avenue: *Provided, also*, That the ordinance of April 8th, 1890, relative to streets running in a straight line, shall not apply to this ordinance.

Approved the thirteenth day of July, A. D. 1901.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1901, Page 233.)

AN ORDINANCE

Authorizing the construction and maintenance by the Pennsylvania Railroad Company of a bridge across Filbert street, between Fifteenth and Sixteenth streets.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Pennsylvania Railroad Company be authorized to construct and maintain a foot bridge twelve feet in width, across Filbert street, between Fifteenth and Sixteenth streets, along and west of a line drawn at right angles with said Filbert street, and distant about forty-one feet westward from the western building line of Fifteenth street. Said bridge shall extend from the Broad Street Station property of said railroad company on the south side of said Filbert street, to a connection with an office building to be erected by said company on the north side of said last named street; shall be so constructed as to leave a clearance of about ninety feet above the centre of the present paved cartway of the street, and shall be supported at each end by adequate structures erected on said described

private properties. The plan and details of said bridge structure shall be subject to the approval of the Mayor and of the Director of the Department of Public Works. The right to erect said bridge shall be revocable by the passage of an ordinance of Councils and the same removed when necessity for such action in the public interest demands. Before any work shall be done in accordance with the provisions of this ordinance, the sum of fifty (50) dollars shall be first paid into the City Treasury by the Pennsylvania Railroad Company for the printing of the same.

Approved the thirteenth day of July, A. D. 1901.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1901, Page 239.)

AN ORDINANCE

Authorizing the Pennsylvania Railroad Company to construct a new bridge over Fifty-second street north of Merion street.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain.* That the Pennsylvania Railroad Company be, and it is hereby authorized to construct with a clear headway of not less than fourteen (14) feet above the existing established curb elevations, a new bridge over Fifty-second street, north of Merion street, to carry the tracks of that Company over said Fifty-second street, also to place columns or posts within the curb lines of and in Fifty-second street to support said bridge, the plans therefor to be subject to the approval of the Department of Public Works: *Provided,* That the whole cost thereof shall be borne by the Pennsylvania Railroad Company, that said bridge shall span said Fifty-second street for its full width, as now laid out on the City plan, and that the Pennsylvania Rail-

road Company shall remove the abutments of its present bridge at that point so that Fifty-second street, for its full width, shall be unobstructed except by the columns or posts above mentioned.

Approved the thirteenth day of July, A. D. 1901.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1901, Page 217.)

AN ORDINANCE

To authorize the Director of Public Safety to enter into a new lease of Christian Street Wharf, Delaware River, with the Pennsylvania Railroad Company, the present lessees.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Safety be, and he is hereby authorized and directed to enter into a new lease (to take effect upon the expiration of the present lease, March 1, 1901) of Chrisitan Street Wharf, Delaware River, with the Pennsylvania Railroad Company, the present lessees, for a term of ten (10) years, at an annual rental of one thousand and twenty-five (1,025) dollars: *Provided*, The lessees shall at their own expense dredge the dock when necessary, and shall keep the slip in good repair.

Approved the thirteenth day of July, A. D. 1901.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1901, Page 234.)

AN ORDINANCE

To authorize the Kensington and Tacony Railroad Company, or its lessee, to construct a railroad turnout and connection with the property of the Manor Real Estate and Trust Company, in the Twenty-fifth Ward.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Kensington and Tacony Railroad Company, or their lessee, is hereby granted permission to lay a turnout or siding on Tioga street, between Thompson and Edgement streets, in order to obtain access to the property of the Manor Real Estate and Trust Company, for the purposes of delivery of freight: *Provided*, That said turnout or siding shall be removed upon the passage of a resolution or ordinance to that effect: *And provided further*, That the sum of fifty (50) dollars shall be first paid into the City Treasury by the Kensington and Tacony Railroad Company or its lessee, to pay for the publication of this ordinance.

Approved the nineteenth day of November, A. D. 1901.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinance 1901, Page 294.)

RESOLUTION

Of request to the Director of the Department of Public Works to permit The Arcade Company to repave Fifteenth street and South Penn Square.

Resolved, by the Select and Common Councils of the City of Philadelphia, That the Director of the Department of Public Works be requested to permit The Arcade Company to repave Fifteenth street, from Market street to the south side of South Penn Square, and South Penn Square, from Broad to Fifteenth street, with Trinidad Lake or Bermudez Lake asphaltum. The said work

to be done under the supervision and to the satisfaction of the Department of Public Works, and without cost to the City.

Passed by the Select and Common Councils the twentieth day of March, A.D., 1902.

AN ORDINANCE

Authorizing the extension westward of the present bridge on the line of Spring Garden street, which, in ordinance approved June 19, 1875, is called "Fairmount Bridge."

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That in order to accommodate the plans of the Pennsylvania Railroad Company for six (6) additional tracks to be located on its property west of the bridge on the line and forming part of Spring Garden street (which bridge is called "Fairmount Bridge" in ordinance approved June 19, 1875), the extension of the said bridge for about one hundred and ten (110) feet in a westerly direction is hereby authorized to be made by the said Pennsylvania Railroad Company, and permission is hereby granted to said Company for constructing such extension, upon the following terms and conditions, viz.:

(a.) Said extension shall be of the width of sixty feet, and of deck girder construction, and the westerly abutment of the present bridge shall be rebuilt and utilized as a pier, and said extension shall be constructed by said Railroad Company under the supervision of the Department of Public Works in accordance with plans approved by, and filed with said Department of Public Works; and for the purpose of, and in connection with, such construction, said Railroad Company is hereby authorized to enter upon and tear up the surface of said Spring Garden street to such extent as may be necessary, and, after completion of said extension, to use and occupy the lands beneath the same for its railroad tracks as aforesaid.

(b.) The cost of constructing said extension and the readjustment of underground structures, and subsequent maintenance thereof, in a safe and proper condition, shall be wholly borne and defrayed by said Railroad Company, which Company shall also enter into an agreement, in form satisfactory to the City Solicitor, indemnifying the City against all damages which may result from such construction.

SECT. 2. That before this ordinance shall take effect, there shall be paid into the City Treasury by said Pennsylvania Railroad Company the sum of fifty (50) dollars for printing the same.

Approved the thirty-first day of March, A. D. 1902.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1902, Page 73.)

AN ORDINANCE

Authorizing and directing the Department of Public Safety (Bureau of City Property), to sell at public sale seven lots or pieces of ground on west side of Richmond street, between Norris and York streets.

WHEREAS, the City of Philadelphia, by ordinance April 3, 1894, widened the west side of Richmond street, from Cumberland street to the Aramingo canal eighty-two feet;

AND WHEREAS, the jury of view appointed by the Court of Quarter Sessions awarded damages to some owners of property affected by this opening upon condition that said claimants should at once and before the payment of said awards, deed to the City of Philadelphia the respective portions of ground owned by them, which would remain after the widening had taken place, the jury stating in explanation of their recommendation

“that in arriving at the damages in each of said cases, they have considered the entire lot of each claimant as been taken in these proceedings. While experts for both claimants and the City regard some of the pieces left as having some value, the jury, however, are of the opinion that the strips left are so small that they would possess little or no market value, and would not be worth the cost of the street improvements with which they would be burdened after the widening has been made. The jury have therefore regarded each of said lots as being totally destroyed and have fixed the damages accordingly.”

¶ AND WHEREAS, the City of Philadelphia, upon payment of the respective awards, received deeds in fee simple from owners for their ground remaining in excess of that required for the widening of the street to its full width as contemplated by the ordinance, these said pieces of ground varying in depth from eighty feet to nothing;

AND WHEREAS, Said lots are separated from each other and too small for any municipal purpose; therefore

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Safety (Bureau of City Property) be, and it is hereby authorized and directed to expose the said seven pieces of ground, which are described as follows: One lot situate at the distance of 233 feet northwardly from the North side of Norris street, containing in front on Richmond street 18 feet, and extending of that breadth in length or depth westwardly at right angles with said Richmond street eighty feet more or less to land of the River Front Railroad Company. The second lot situate at the distance of 305 feet northwardly from the North side of Norris street, containing in front on Richmond street 18 feet, and extending of that breadth in length or depth westwardly at right angles with said Richmond street on the southerly side thereof 50 feet 3 inches and

on the northerly line thereof 45 feet 6 inches to land of the River Front Railroad Company. The third lot situate at the distance of 341 feet northwardly from the north side of Norris street, containing in front on Richmond street 18 feet, and extending of that breadth in length or depth westwardly at right angles with said Richmond street on the southerly line thereof 40 feet 9 inches, and on the northerly line thereof 36 feet to land of the River Front Railroad Company. The fourth lot situate at the distance of 395 feet northwardly from the northerly line of Norris street, containing in front on Richmond street 18 feet, extending of that breadth in length or depth westwardly at right angles with the said Richmond street on the southerly line thereof 26 feet 6 inches, and on the northerly line thereof 21 feet 9 inches to land of the River Front Railroad Company. The fifth lot situate at the distance of 449 feet northwardly from the northerly line of Norris street, containing in front on Richmond street 16 feet 8 inches, and extending of that breadth in length or depth westwardly at right angles with said Richmond street on the southerly line thereof 12 feet 3 inches and on the northerly line thereof 7 feet $10\frac{1}{4}$ inches to land of the River Front Railroad Company. The sixth lot situate at the distance of 465 feet 8 inches northwardly from the northerly side of Norris street, containing in front on Richmond street 16 feet 8 inches, extending of that breadth in length or depth westwardly at right angles with said Richmond street on the southerly line thereof 7 feet $10\frac{1}{4}$ inches and on the northerly line thereof 3 feet $5\frac{3}{8}$ inches to land of the River Front Railroad Co. The seventh lot situate at the distance of 482 feet 4 inches northwardly from the north side of Norris street, containing in front on Richmond street 13 feet $\frac{7}{8}$ inch, and extending in length or depth westwardly at right angles with said Richmond street on the southerly line thereof 3 feet $5\frac{3}{8}$ inches to land of the River Front Railroad Company, and on the rear line thereof 13 feet $6\frac{1}{4}$ inches, to a point, at public sale, and sell the same

to the highest and best bidder for the best price or prices that can be obtained for said lots, the money so secured to revert to the Sinking Fund for the extinguishment of the City debt: *Provided*, The sale shall be confirmed by Councils.

Approved the fourth day of April, A. D. 1902.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1902, Page 98.)

AN ORDINANCE

To authorize the Connecting Railway Company to construct a line of railroad across the streets in the 23d, 25th and 33d Wards of the City of Philadelphia, prescribing certain conditions for such crossings, and to authorize the revision of lines and grades of streets adjacent thereto.

SECTION 1. The Select and Common Councils of the City of Philadelphia do ordain: That the Connecting Railway Company be and is hereby authorized to enter upon and occupy any and all streets, lanes and alleys which it may be necessary for its line of railroad to pass over or under between a point in the Philadelphia and Trenton Railroad at or near Orthodox street and a point in the Connecting Railway at or near Front street. Provided, that nothing herein contained shall authorize the longitudinal occupation of any street, lane or alley.

SECT. 2. The location and grade of the said railroad shall be substantially in accordance with that shown on the plan now presented, and which, before this ordinance shall have any effect to confer the authority aforesaid upon said railroad company, shall be filed by it in the Department of Public Works, Bureau of Surveys.

SECT. 3. The Department of Public Works, Board of Surveyors, is hereby authorized to revise the lines and

grades of any and all streets adjacent to the said railroad or affected by its construction, between Orthodox street and Front street; to revise the lines and grades of Torresdale avenue between Womrath street and Frankford avenue; to revise the lines and grades of Vandike street from Frankford avenue to a point about 150 feet east, so that the said street shall pass under the said railroad more nearly at a right angle; to revise the lines and grades of Jasper street from Juniata avenue to Sedgley avenue; to place upon the City Plan a new street, to be named Torresdale avenue, in a direct line from the intersection of Torresdale avenue and Frankford avenue to the intersection of Erie avenue and "I" street, the said street to be 80 feet wide from Frankford avenue to Kensington avenue, and 100 feet wide from Kensington avenue to "I" street; to place upon the plan Sedgley avenue from Frankford avenue to Kensington avenue, and "N" street from Kensington avenue to Glenwood avenue; to strike from the City Plan and vacate "J" street from Sedgley avenue to Torresdale avenue, Erie avenue from "I" street to Frankford avenue, Butler street from "M" street to Kensington avenue, Pike street from Torresdale avenue to Kensington avenue, and Trenton avenue from Church street to Orthodox street.

SECT. 4. When streets or roads heretofore opened to public use shall be cut off or diverted, necessary outlets to other streets must be made at the expense of the said railroad company, which shall pay all cost of changes appurtenant thereto.

SECT. 5. No streets now or hereafter placed on the City Plan shall be crossed by the said railroad at grade, and all streets upon the City Plan as revised in accordance with this ordinance now opened and when opened, shall be carried over or under said railroad, the Railway Company to bear the cost of constructing the necessary bridges across its right of way. All bridges for carrying said railroad over said streets shall have a clear headroom of at least 14 feet, and all bridges built over said railroad shall

leave a clear headroom above the top of the rail of at least 20 feet; and the Railway Company shall keep their road, where it crosses the line of any street, in good order and condition at all times, and shall save the City of Philadelphia harmless, so far as said City may be liable therefor, from any responsibility or liability that may grow out of the construction and use of the said railroad over or under the streets as aforesaid.

SECT. 6. Before this ordinance shall become effective or confer any authority upon the Connecting Railway Company, and before the Board of Surveyors shall confirm any of the revisions or changes of streets herein authorized, the said Connecting Railway Company shall enter into an agreement satisfactory to the City Solicitor, to at once construct bridges, at its own expense, for carrying the said railroad over or under the following streets:—Tacony street, Orchard street, Paul street, Vandike street, Frankford avenue, Juniata avenue, Pike street, Kensington avenue, “N” street, “M” street, “L” street, “K” street, “I” street, “G” street, “F” street, “D” street, “B” street, and shall dedicate or indemnify the City against all damages and costs for the opening of the bed of Torresdale avenue 100 feet wide from “I” street to Kensington avenue, and shall dedicate or cause to be dedicated to the City so much of the beds of Torresdale avenue from Kensington avenue to Tacony street, Juniata avenue from Frankford avenue to Torresdale avenue, Jasper street from Frankford avenue to Sedgley avenue, Pike street, Buckius street, Butler street and Sedgley avenue from Frankford avenue to Kensington avenue, “N” street, “M” street, “L” street, “K” street and “I” street from Sedgley avenue to Torresdale avenue; also “F” street between the Connecting Railway and Erie avenue, as is owned or controlled by the said Company, and shall file a bond, satisfactory to the City Solicitor, indemnifying the City against any and all damages which may arise by reason of the change of lines or grades of any street now legally open, made necessary

by the construction of its road, and of the striking from the plan and vacation of Trenton avenue from Church street to Orthodox street.

Approved the fifth day of April, A. D. 1902.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1902, Page 101.)

A FURTHER SUPPLEMENT

To An Ordinance to authorize the River Front Railroad Company and the Philadelphia and Reading Railway Company to severally and jointly occupy and use certain streets for railroad purposes, approved May 31, 1877.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Philadelphia and Reading Railway Company, successors to the Philadelphia and Reading Railroad Company be, and it is hereby authorized to occupy with a single track for ordinary railroad purposes and uses, with suitable and necessary turnouts into and upon the warehouses and wharves located thereon, so much of Delaware avenue as lies between the south side of Callowhill street and Dock street, and to connect the same with the existing tracks of the River Front Railroad Company at or near the south side of Callowhill street; the said single track railroad to be located on a line to the eastward of the tracks between the said points laid, or to be laid, by the said River Front Railroad Company or its lessee, and to the westward of the track or tracks to be laid by the Philadelphia Belt Line Railroad: *Provided*, That this ordinance shall not take effect until the Philadelphia and Reading Railway Company shall have entered into a contract with the Pennsylvania Railroad Company and the Philadelphia Belt Line Railroad Company, **in**

form to be approved by the Mayor, providing for the construction and maintenance of the paving on Delaware avenue, in accordance with their contract with the City of Philadelphia acting through the Board of City Trusts, dated May 20, 1902, and shall deposit with the Mayor, for the use of the City, an original counterpart of their said contract: *And provided, further,* That the sum of fifty (50) dollars shall first be paid into the City Treasury by the said Philadelphia and Reading Railway Company for the printing of this ordinance.

Approved the thirtieth day of June, A. D. 1902.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1902, Page 160.)

AN ORDINANCE

Confirming the sale of seven lots of ground situate on the west side of Richmond street, between Norris and York streets.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain,* That the sale made after due advertisement on Monday, June 2, 1902, by M. Thomas & Sons, auctioneers, by order of Samuel H. Ashbridge, Mayor, and Abraham L. English, Director of the Department of Public Safety, pursuant to an ordinance entitled "An Ordinance authorizing and directing the Department of Public Safety (Bureau of City Property) to sell at public sale seven lots or pieces of ground on west side of Richmond street, between York and Norris streets," approved April 4, 1902, and described as follows: Lot number one, situate at the distance of 233 feet northwardly from the north side of Norris street, containing in front on Richmond street 18 feet, and extending of that breadth in length or depth westwardly at right angles with said Richmond street

80 feet, more or less, to land of the River Front Railroad Company, purchased by William D. Smith for the sum of one thousand five hundred (1,500) dollars. Lot number two, situate at the distance of 305 feet northwardly from the north side of Norris street, containing in front on Richmond street 18 feet, and extending of that breadth in length or depth westwardly at right angles with said Richmond street on the southerly side thereof, 50 feet 3 inches, and on the northerly line thereof 45 feet 6 inches to land of the River Front Railroad Company purchased by William D. Smith for the sum of one thousand (1,000) dollars. Lot number three, situate at the distance of 341 feet northwardly from the north side of Norris street, containing in front on Richmond street 18 feet, and extending of that breadth in length or depth westwardly at right angles with said Richmond street on the southerly line thereof 40 feet 9 inches, and on the northerly line thereof 36 feet to land of the River Front Railroad Company, purchased by William D. Smith for the sum of eight hundred (800) dollars. Lot number four, situate at the distance of 395 feet northwardly from the northerly line of Norris street, containing in front on Richmond street 18 feet, and extending of that breadth in length or depth westwardly at right angles with said Richmond street on the southerly line thereof 26 feet 6 inches, and on the northerly line thereof 21 feet 9 inches to land of the River Front Railroad Company, purchased by William D. Smith for the sum of six hundred (600) dollars. Lot number five, situate at the distance of 449 feet northwardly from the northerly line of Norris street, containing in front on Richmond street 16 feet 8 inches, and extending of that breadth in length or depth westwardly at right angles with said Richmond street on the southerly line thereof 12 feet 3 inches, and on the northerly line thereof 7 feet 10 $\frac{1}{4}$ inches to land of the River Front Railroad Company, purchased by William D. Smith for the sum of four hundred (400) dollars. Lot number six, situate

at the distance of 465 feet 8 inches northwardly from the northerly side of Norris street, containing in front on Richmond street 16 feet 8 inches, and extending of that breadth in length or depth westwardly at right angles with said Richmond street on the southerly line thereof, 7 feet $10\frac{1}{4}$ inches, and on the northerly line thereof 3 feet $5\frac{3}{8}$ inches to land of the River Front Railroad Company, purchased by William D. Smith for the sum of one hundred and fifty (150) dollars. Lot number seven, situate at the distance of 482 feet 4 inches northwardly from the north side of Norris street, containing in front on Richmond street 13 feet $\frac{7}{8}$ inches, and extending in length or depth westwardly at right angles with said Richmond street on the southerly line thereof 3 feet $5\frac{3}{8}$ inches to land of the River Front Railroad Company, and on the rear line thereof 13 feet $6\frac{1}{4}$ inches to a point, purchased by William D. Smith for the sum of fifty (50) dollars.

SECT. 2. The Mayor is hereby authorized and directed upon purchaser paying the purchase money according to the terms of the said sale, to execute under the corporate seal of the City, acknowledge and make proof of the said seal and deliver a deed conveying the said premises unto the said purchaser in fee, absolutely, said payment to be made to the City Treasurer through the Department of Public Safety (Bureau of City Property).

Approved the nineteenth day of July, A. D. 1902.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1902, Page 202. See also page 309.)

AN ORDINANCE

Amendatory to an ordinance entitled "An Ordinance confirming the sale of seven lots of ground, situate on

the west side of Richmond street, between Norris and York streets," approved July 19th, 1902.

SECTION I. *The Select and Common Councils of the City of Philadelphia do ordain*, That the ordinance approved July 19th, 1902, confirming the sale of seven lots of ground, situate on the west side of Richmond street, between Norris and York streets, at a public sale held on May 8th, 1902, be, and the same is hereby, amended by substituting for the name of William D. Smith, whenever and wherever it occurs in said ordinance as the purchaser of said property, the name of Marmaduke D. Smith. The name of William D. Smith having been erroneously inserted in said ordinance.

Approved the twenty-fourth day of December, A. D. 1902.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1902, Page 309. See also page 202.)

AN ORDINANCE

To enable the Pennsylvania Railroad Company to construct a branch from a point on its main line, or at near Thirty-sixth street, to a point at or near South street, by authorizing it to rebuild the north span of Thirty-fourth street bridge, and to bridge Spring Garden street, Market street, Ludlow street, Chestnut street, Walnut street and South street, in order to carry said branch under said Thirty-fourth street and over said streets so to be bridged.

WHEREAS, The Pennsylvania Railroad Company has, under authority granted by law, projected and is about to construct a branch line of railroad to extend from a point on its main line, at or near Thirty-sixth street in West Philadelphia, through its own property and along

a portion of the right of way of the Philadelphia and Baltimore Central Railroad Company, and a portion of the right of way of the Junction Railroad Company, to a point of connection with the Delaware extension of the said, The Pennsylvania Railroad Company, and with the Philadelphia, Baltimore and Washington Railroad at or near South street, intermediately passing under Thirty-fourth street bridge, and passing overhead, Spring Garden street, Market street, Ludlow street, Chestnut street, Walnut street and South street; therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Pennsylvania Railroad Company be, and it is hereby, authorized to rebuild the north span of Thirty-fourth street bridge by using new girders of less depth, so as to make the under side of girders of said bridge at an elevation of plus 87.8 City datum, instead of plus 83.2, as now constructed, in order to give the necessary clearance for said branch under that bridge; to build a bridge over Spring Garden street bridge, at a point about forty (40) feet west of the west house line of Thirtieth street, making the under side of its said bridge at such an elevation as to give a clear head-room of fourteen (14) feet above the grade of said Spring Garden street at the point of crossing; to build a bridge over Market street, immediately east of Thirty-first street, at such an elevation as to give a clear headroom of thirty-two (32) feet above the curbs of Market street at point of crossing; to build bridges over Ludlow street and over Chestnut street at such an elevation as to give a clear headroom of not less than thirty (30) feet above the curbs of said streets at points of crossing; to build a bridge over Walnut street bridge, at such an elevation as to give a clear headroom of not less than fourteen (14) feet above the curbs of said street at the point of crossing; to build a bridge over South street bridge, at such an elevation as to give a clear headroom of not less than fourteen (14) feet

above the curbs of said street at the point of crossing; that said bridges over Spring Garden street, Market street, Ludlow street, Chestnut street, Walnut street and South street shall be constructed of iron or steel, and supported upon abutments constructed within the house lines, shall have tight floors; the girders of said bridges shall be so constructed as to form a close parapet, and screens shall be constructed on each side of the said branch approaching said bridges: all in such manner as shall be approved by the Mayor of the City.

SECT. 2. That the Pennsylvania Railroad Company shall agree to keep the said railroad structure in good order and condition, and save the City of Philadelphia harmless, so far as the said City may be liable therefor, from any responsibility or liability whatever that may grow out of the establishment and use of its said branch, and that the said Railroad Company shall, before any work shall be done under the provisions of this ordinance, pay into the City Treasury the sum of fifty (50) dollars for the printing of this ordinance.

Approved the twenty-fourth day of December, A. D. 1903.

SAMUEL H. ASHBRIDGE,

Mayor of Philadelphia.

Ordinances 1902, Page 309.)

AN ORDINANCE

To strike Opal street, from Cambria to Indiana street, from the City plan.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works (Board of Surveyors) be authorized to strike Opal street, from Cambria to Indiana street, from the City plan: *Provided*, That an agreement or bond sat-

isfactory to the City Solicitor be filed indemnifying the City against all damages by reason of the striking of said street from the plan.

Approved the twenty-third day of January, A. D. 1903.

SAMUEL H. ASHBRIDGE,

Mayor of Philadelphia.

(Ordinances 1903, Page 15.)

AN ORDINANCE

Declaring expectoration on the sidewalks of the City, in public conveyances and other places resorted to by the public, as a nuisance, and prejudicial to the health of the citizens.

WHEREAS, In order to insure the public from the danger of contagious diseases arising from expectorations upon sidewalks, in public conveyances and other places in the City; therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That from and after the passage of this ordinance, expectorating upon the sidewalks of the City, on the floors and passageways of public buildings, on the floors of public conveyances, propelled by steam, electricity or otherwise, on the floors of theatres, railroad stations and other indoor places resorted to by the public, is declared to be a nuisance, prejudicial to the health of the City and is prohibited.

SEC. 2. Any person violating this ordinance shall be subject to a penalty of one dollar, to be recovered as debts of like amount are now by law recoverable, and it shall be the duty of the Department of Public Safety to cause this ordinance to be enforced.

Approved the ninth day of March, A. D. 1903.

SAMUEL H. ASHBRIDGE,

Mayor of Philadelphia.

(Ordinances 1903, Page 34.)

AN ORDINANCE

To authorize the construction of bridges on the line of Seventeenth and Indiana streets over the Philadelphia, Germantown and Norristown Railroad and Allegheny avenue under the Connecting Railway; providing for carrying into effect such authority and authorizing the Mayor to enter security for damages to private property.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Director of the Department of Public Works be, and is hereby authorized and directed to enter into contracts for the construction of new bridges, including the work appurtenant thereto as follows: For the bridge to carry Seventeenth and Indiana streets over the tracks of the Philadelphia, Germantown and Norristown Railroad, in the Thirty-eighth Ward; and to carry Allegheny avenue under the tracks of the Connecting Railway, in the Thirty-third Ward *Provided*, The Connecting Railway Company contribute to the cost of supporting the tracks and the construction of the bridge on line of Allegheny avenue, not less than twenty thousand (20,000) dollars.

SECT. 2. That the following sums be, and are hereby set aside from the item for new bridges, in the appropriation to the Department of Public Works, Bureau of Surveys, for the year 1903, for the construction of said bridges and work appurtenant thereto: Bridge on line of Seventeenth and Indiana streets over the Philadelphia, Germantown and Norristown Railroad, seventy thousand (70,000) dollars; and for that carrying Allegheny avenue under the Connecting Railway, eighty thousand (80,000) dollars: *Provided*, That in the event of either of the aforesaid bridges costing less than the sums hereby set aside for their construction the Director of the Department of Public Works is hereby authorized at his discretion to use the balance or any part thereof from either one of these

bridges for the completion of the other, if the sum set aside for it should be insufficient.

SECT. 3. The Director of the Department of Public Works be, and is hereby authorized and directed to advertise for proposals and to award contracts as provided in existing ordinances and laws for the construction of said bridges and in accordance with plans and specifications to be prepared by the Department of Public Works, and is also authorized to appoint assistants and inspectors as may be requisite, and to pay all expenses for salaries, inspection, tests, transportation and incidental expenses not otherwise provided for out of the appropriation for the cost of said bridges.

SECT. 4. That the Mayor is hereby authorized to enter security on behalf of the City to indemnify the owners of private property who may be injured by reason of the carrying out of the provisions of this ordinance.

Approved the ninth day of March, A. D. 1903.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1903, Page 35.)

AN ORDINANCE

To revise the lines and grades of Thirty-first street, between Market and Chestnut streets, and to vacate a portion thereof.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain,* That the Department of Public Works (Board of Surveyors) be authorized and directed to revise the lines and grades of Thirty-first street, between Market and Chestnut streets, by reducing the width thereof on the east side from sixty feet to fifty

feet, and to vacate the ten feet wide strip so stricken from the City plan.

Approved the ninth day of March, A. D. 1903.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1903, Page 39.)

AN ORDINANCE

To strike from the City plan and vacate Poplar street, from the west side of the Junction Railroad to Thirty-seventh street, and Thirty-seventh street, from the south side of Poplar street to Girard avenue, and to place on the City plan in lieu thereof Zoological street, from Thirty-seventh street to Girard avenue.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works (Board of Surveyors) be authorized and directed to strike from the City plan and vacate Poplar street, from the west side of Junction Railroad to Thirty-seventh street, and Thirty-seventh street, from the south side of Poplar street to Girard avenue, and to place on the City plan in lieu thereof a new street, to be called Zoological street, thirty feet wide, from Thirty-seventh street to Girard avenue; the north side of said Zoological street to be fifteen feet northward from the south line of the right-of-way of the Connecting Railroad, from Girard avenue westward about six hundred and forty feet, then passing through a point fifty feet southward from the centre line of the Connecting Railroad on line with the east side of the east arch of the bridge at Thirty-seventh street: *Provided* The Pennsylvania Railroad Company shall first enter into an agreement to dedicate and secure the opening and grade the said Zoological street, from Thirty-seventh street to Girard avenue, before the said Poplar and Thirty-seventh streets are closed to public travel, and to permit the City to have at all times access to the sewers built within the lines of said Poplar and Thirty-seventh

streets or sewers connecting therewith: *Provided, also,* That the provisions of the Ordinance of April 8th, 1890, requiring streets to run in a straight line shall not apply to Zoological street.

Approved the ninth day of March, A. D. 1903.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1903, Page 39.)

AN ORDINANCE

To strike from the City plan Thirty-first street, from Walnut street to Marston street, in the Twenty-seventh Ward.

WHEREAS, Thirty-first street, between Walnut and Marston streets, in the Twenty-seventh Ward, appears upon the City plan, and is shown upon a location whereon the West Chester and Philadelphia Railroad Company (now the Philadelphia and Baltimore Central Railroad Company), had previously thereto lawfully located and constructed, and has ever since maintained and operated its railroad, and therefore said portion of said street has never been opened, and it would be impracticable to open the same; now, therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain,* That the Department of Public Works (Board of Surveyors) be authorized and directed to strike from the City plan Thirty-first street, from Walnut street to Marston street, in the Twenty-seventh Ward.

Approved the twenty-first day of March, A. D. 1903.

SAMUEL H. ASHBRIDGE,
Mayor of Philadelphia.

(Ordinances 1903, Page 46.)

AN ORDINANCE

To place upon the City plan an avenue or parkway between the City Hall and Fairmount Park.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Department of Public Works (Board of Surveyors) be authorized to place upon the City plan an avenue or parkway between the City Hall and Fairmount Park, described as follows:

Beginning at the intersection of the west line of Broad street with the north line of Filbert street, thence extending northward along the west line of Broad street to the north line of Cuthbert street, thence westward along the same about 173 feet 3 inches to a point, thence northward along a line parallel with Broad street to the south line of Arch street, thence westward along the same to its intersection with a line parallel with and 80 feet at right angles northeast from a line drawn from the City Hall tower to a point in the east line of Eighteenth street at or near the north line of Race street, hereinafter referred to as line A-B, thence northwestward along a line parallel with and 80 feet at right angles northeast of line A-B to the east line of Eighteenth street, thence southward along the same to its intersection with a line parallel with and 80 feet at right angles southwest of line A-B, thence southeastward along the same to a point in a line originating at the intersection of the south line of Arch street with the northeast line of the said avenue or parkway and crossing the said avenue or parkway at right angles, thence southward along a line parallel with Sixteenth street to the north line of Filbert street, thence eastward along the same to the west line of Broad street and place of beginning.

Also beginning at the point of intersection of the north line of Vine street with a line parallel with and 150 feet at right angles northeast of a line drawn from a point in the west line of West Logan Square about 125 feet south

from the south line of Vine street to a point in the centre line of Twenty-fifth street, about 195 feet north from the south line of Spring Garden street, hereinafter referred to as line C-D, thence extending northwestward along a line parallel with and 150 feet at right angles northeast of line C-D to a point opposite the eastern portal of the Pennsylvania avenue tunnel thence northeastward along a line at right angles with Pennsylvania avenue, crossing the eastern portal of said tunnel, to the northeast line of Pennsylvania avenue, thence northwestward along the same to the east line of Twenty-fourth street, thence northward along the same to the north line of Fairmount avenue, thence westward along the same to the southwest line of Pennsylvania avenue, thence southeastward along the same to the west line of Twenty-fifth street, thence southward along the same to the north line of Buttonwood street, thence westward along the same to the east line of Twenty-sixth street, thence southward along the same to the south line of Callowhill street, thence southeastward along the same to the east line of Twenty-fourth street, thence northward along the same to the south line of Hamilton street, thence eastward along the same to a point in a line parallel with and 150 feet at right angles southwest of line C-D, thence southeastward along the same to a point in the west line of West Logan Square, thence northward along the same to the north line of Vine street, thence eastward along the same to the place of beginning.

The Department of Public Works, Board of Surveyors, is further authorized to make such revisions of lines and grades of contiguous streets as may be necessary to establish proper grades upon the said avenue or parkway, and to complete the City plan.

SECT. 2. The width of the avenue or parkway and the ground included within its lines shall be as determined by the plan of the same, authorized by this ordinance, and no

building or portion of building, steps or fences shall extend beyond the established lines.

Approved the twenty-eighth day of March, A. D. 1903.

SAMUEL H. ASHBRIDGE,

Mayor of Philadelphia.

(Ordinances 1903, Page 53.)

AN ORDINANCE

To amend an ordinance entitled "An Ordinance to place on the City plan Zoological, Budd and Bexley streets," approved the second day of April, 1898.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the first Section of an ordinance entitled "An Ordinance to place on the City plan Zoological, Budd and Bexley streets," approved the second day of April, 1898, be altered, and amended relative to Zoological street, by striking out the words "of the width of sixty feet, from Thirty-fourth street bridge to Girard avenue," and inserting in lieu thereof the following: "of the width of thirty feet, from Thirty-fourth street bridge to the southerly side of the Connecting Railroad."

Approved the thirty-first day of March, A. D. 1903.

SAMUEL H. ASHBRIDGE,

Mayor of Philadelphia.

(Ordinances 1903, Page 68.)

AN ORDINANCE

Authorizing the Pennsylvania Railroad to relocate track or switch across Nineteenth street, north of Cambria street, and extend same across Norwood street.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Pennsylvania Railroad Company be and is hereby authorized to relocate its track or siding on Nineteenth street, north of Cambria

street, and extend the same across Norwood street: *Provided*, That the said track or siding shall be re-laid and extended under the supervision and to the satisfaction of the Department of Public Works and Board of Highway Supervisors, and that the said siding shall be removed at any time on the passage of a resolution or ordinance to that effect: *And provided*, That the said Pennsylvania Railroad shall first pay into the City Treasury the sum of fifty (50) dollars for the printing of this ordinance.

Approved the fourth day of April, A. D. 1903.

SAMUEL H. ASHBIDGE,
Mayor of Philadelphia.

(Ordinances 1903, Page 99.)

AN ORDINANCE

To authorize and permit the River Front Railroad Company to locate, construct and maintain a siding on and along the east side of Commerce street, parallel with and contiguous to the property line of the premises owned and occupied by the Williamson Brothers Company, between the southern line of Cumberland street and the northern line of Aramingo avenue; and to connect said siding with said Railroad Company's existing railroad on said Commerce street at or near the southern line of Cumberland street.

WHEREAS, The Williamson Brothers Company, being owner and occupant of all the property abutting on the east side of Commerce street, between Cumberland street and Aramingo avenue, in the City of Philadelphia, and proposing to conduct the business of an iron foundry, in buildings adequate and suitable for that purpose, which it had erected thereon, desires to obtain convenient railroad siding facilities necessary for the development and successful prosecution of its business, and has accordingly applied to the River Front Railroad Company to locate and construct said siding; and the latter being willing to

locate and construct the siding thus applied for upon receiving the requisite consent of said City therefor, and being properly secured and indemnified against claims for damages (if any) that it may be subjected to on account of the location, construction and maintenance of the same therefore,

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the River Front Railroad Company be, and it is hereby authorized and permitted to locate, construct and maintain a siding for the purpose set forth in the preamble hereto, on and along the east side of Commerce street, and east of the easterly curb line thereof, parallel with and contiguous to the property and premises of the Williamson Brothers Company between the southern line of Cumberland street and the northern line of Aramingo avenue, in the City of Philadelphia, and to connect said siding with said Railroad Company's existing railroad on said Commerce street, at or near the southern line of Cumberland street: *Provided* That the Philadelphia and Reading Railway Company and the Pennsylvania Railroad Company, or either of them, shall request the location and construction thereof: *And provided further*, That said River Front Railroad Company shall pay into the City Treasury the sum of fifty (50) dollars for the printing of this ordinance.

Approved the twenty-eighth day of May, A. D. 1903.

JOHN WEAVER,

Mayor of Philadelphia.

(Ordinances 1903, Page 143.)

AN ORDINANCE

To authorize and direct the Mayor, on behalf of the City of Philadelphia, to execute and deliver a deed to Benjamin W. Carskaddon, for a certain lot of ground, situate in the Thirty-fourth Ward of the City of Philadelphia.

WHEREAS, The City of Philadelphia, through the action of the Commissioners of Fairmount Park, is vested with title to the whole of certain tracts of land partly within and partly outside of the boundaries of the Park, and the said Commissioners have agreed with Benjamin W. Carskaddon to make certain exchanges of property between them, including, *inter alia*, the conveyance to said Carskaddon, in exchange, of the portion of said tracts of land outside the boundaries of the Park hereinafter mentioned and described.

AND WHEREAS, In carrying out said exchange, the properties to be conveyed by said Carskaddon to the City and those to be conveyed by the City to Carskaddon are to be regarded and treated as of equal value, although the appraised value of the property to be conveyed by said Carskaddon is six thousand (6,000) dollars in excess of the value of the property to be conveyed to him and therefore no money consideration is to be passed:

AND WHEREAS, The said Benjamin W. Carskaddon for the better assurance of his title in said property so to be taken by him in said exchange has requested that the Mayor of the City execute and deliver to him a deed of conveyance on the part of the City; now, therefore

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Mayor be, and he is hereby authorized, in consideration of said exchange and of the property to be thereby and thereunder received by said City for the uses and purposes of said Fairmount Park, which are those mentioned and described in Section 2 hereof, to execute under the seal of the City and deliver a deed of conveyance on the part of the City confirming and conveying to Benjamin W. Carskaddon in fee simple, all that certain lot or piece of land, situate in the Thirty-fourth Ward of the City of Philadelphia, in the State of Pennsylvania, bounded and described as follows, viz: Beginning at a point formed by the intersection of the

easterly line of Forty-eighth street (60 feet wide) with the southerly line of Columbia avenue (70 feet wide), and extending thence westwardly, crossing said Forty-eighth street and along the southerly line of the said Columbia avenue 760 feet to a point in the easterly line of Forty-ninth street (60 feet wide); thence southwardly along the same 9 feet and 41-100 of a foot to land of the Pennsylvania Railroad Company; thence northwestwardly by the same and crossing said Forty-ninth street obliquely 107 feet and 86-100 of a foot to a point in the westerly line thereof; thence still by the same land northwestwardly 71 feet and 96-100 of a foot to the middle line of what was known as Landsdown avenue (now vacated); thence northeastwardly along the said middle line 48 feet and 68-100 of a foot to the westerly line of the said Forty-ninth street; thence northeastwardly recrossing said Forty-ninth street obliquely and still along the aforesaid middle line 72 feet and 44-100 of a foot to a point in the easterly line of the said Forty-ninth street; thence northeastwardly and still along the aforesaid middle line about 32 feet 6 inches to a point in the southeasterly corner of land formerly belonging to George Heberton; thence northwestwardly along the same and on a line at right angles to the aforesaid middle line 14 feet, more or less, to a point in the southerly line of Viola street (40 feet wide); thence eastwardly along the same about 24 feet to the aforesaid middle line; thence eastwardly still along the southerly line of said Viola street about 667 feet and 01-100 of a foot to the westerly line of said Forty-eighth street; thence eastwardly along the said line of Viola street, if extended, 47 feet to other land of the said Pennsylvania Railroad Company; thence southwardly along the same upon a line parallel with the westerly line of said Forty-eighth street, and at the distance of 47 feet eastwardly therefrom 160 feet to a point in the northerly line of the said Columbia avenue; thence eastwardly along the same and still along said land of said Railroad Company 66 feet to a point at the southeasterly corner of the same; thence

southwardly recrossing the said Columbia avenue 70 feet to a point in the southerly line thereof, and thence westwardly along the same 53 feet to the first mentioned point and place of beginning.

SECT. 2. That the properties to be conveyed by said Benjamin W. Carskaddon are the following: All those three certain tracts or pieces of land, situate in the City of Philadelphia, in the State of Pennsylvania, bounded and described as follows, viz.:

One of them beginning at a point in the southeasterly line of City Line avenue (60 feet wide) at a corner of land of the estate of Algernon S. Roberts, deceased, in the Twenty-fourth Ward of the said City, and extending thence along the said line of City Line avenue north 58 degrees 16 minutes east 356 feet and 13-100 of a foot more or less, to a point formed by the intersection of the same with the southerly line of Neil Drive as laid out by the Commissioners of Fairmount Park; thence along the boundary line of Fairmount Park the following four courses and distances, to wit: First, by a line curving toward the south with a radius of 117 feet, the distance of 116 feet and 023-1000 of a foot to a point; second, by a line curving towards the north with a radius of 200 feet, the distance of 132 feet and 88-100 of a foot to a point; third, north 77 degrees 54 seconds east 300 feet to a point, and fourth, by a line curving towards the south with a radius of 248 feet, the distance of 157 feet and 96-100 of a foot to a point; thence by said land of the estate of Algernon S. Roberts, deceased, the five following courses and distances, to wit: First, south 44 degrees 3 minutes west 441 feet and 94-100 of a foot to a point; second, south 54 degrees 39 minutes west 225 feet and 61-100 of a foot to a point; third, north 51 degrees 14 minutes west 211 feet and 95-100 of a foot to a point; fourth, south 40 degrees 34 minutes west 149 feet and 45-100 of a foot to a point, and fifth, north 50 degrees 8 minutes west 304 feet and 45-100 of a foot to the first mentioned point and

place of beginning; containing 5 acres and 5-10 of an acre, more or less.

One other of them, beginning at a point formed by the intersection of the northeasterly line of Wissahickon avenue (60 feet wide) with the southerly line of Walnut lane (50 feet wide), in the Twenty-second Ward of the said City, and extending thence along the said line of Walnut lane north 79 degrees 40 minutes and 10 seconds east 299 feet and 44-100 of a foot to a point in the boundary line of Fairmount Park; thence by the same as follows, to wit: First, south 5 degrees 4 minutes and 45 seconds west 108 feet and 19-100 of a foot to a point; second, south 6 degrees 53 minutes and 15 seconds east 156 feet and 62-100 of a foot to a point, and third, south 21 degrees 26 minutes and 45 seconds west 134 feet and 53-100 of a foot to a point in the northeasterly line of said Wissahickon avenue, and thence along the same north 37 degrees 15 minutes and 15 seconds west 420 feet and 59-100 of a foot to the first mentioned point and place of beginning; containing 1 acre and 414-1000 of an acre, more or less.

And the other of them, beginning at a point formed by the intersection of the middle line of Old Washington lane with the southwesterly line of land of the Connecting Railway Company, in the said Twenty-second Ward of the said City, and extending thence by said land of said Railway Company southeastwardly by a line curving towards the east with a radius of 6,955 feet and 543-1000 of a foot, the distance of 616 feet 994-1000 of a foot to a point in the line of land now or late of the estate of H. H. Houston, deceased; thence by the same south 69 degrees 40 minutes and 10 seconds west 117 feet and 849-1000 of a foot to a point in the northeasterly line of Morris street (50 feet wide); thence along the same as follows, to wit: First, north 20 degrees 19 minutes and 50 seconds west 14 feet and 365-1000 of a foot to a point; second, by a line curving towards the west with a radius of 330 feet, the distance of 177 feet and 854-1000 of a foot to a point, and third, by a line curving towards the

west with a radius of 161 feet and 811-1000 of a foot, the distance of 159 feet and 135-1000 of a foot to a point; thence crossing the head of said Morris street 50 feet, more or less, to a point in the southerly head line thereof; thence by other land now or late of the estate of H. H. Houston, deceased, south 17 degrees 33 minutes and 30 seconds east 78 feet, more or less, to a point in the boundary line of Fairmount Park; thence by the same on a line curving towards the west with a radius of 639 feet and 86-100 of a foot the distance of 319 feet and 68-100 of a foot to a point in the middle line of said Old Washington lane, a boundary line of Fairmount Park, and thence along the same north 42 degrees 37 minutes and 29 seconds east 361 feet and 66-1000 of a foot to the first mentioned point and place of beginning; containing 2 acres and 698-1000 of an acre, more or less.

Approved the third day of June, A. D. 1903.

JOHN WEAVER,

Mayor of Philadelphia.

(Ordinances 1903, Page 152.)

AN ORDINANCE

To grant permission to the Pennsylvania Railroad Company to lay and maintain a siding or turnout on Tioga street, southeast of Cooper street, in the Twenty-fifth Ward.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Pennsylvania Railroad Company be, and they are hereby authorized to lay and maintain a siding or turnout from the tracks of the Tioga Street Branch of the Pennsylvania Railroad, New York Division, commencing at a point of connection with the track of said Railroad about fifty feet southeast of Cooper street, on the southwest side of Tioga street, to extend about three hundred and eighty feet, as shown on

plan on file in the Bureau of Highways: *Provided*, That the said track or siding shall be laid under the supervision and to the satisfaction of the Department of Public Works, and shall be removed at any time upon the passage of a resolution or ordinance to that effect, and that fifty (50) dollars shall be first paid into the City Treasury to pay for the printing of this ordinance.

Approved the thirteenth day of June, A. D. 1903.

JOHN WEAVER,
Mayor of Philadelphia.

(Ordinances 1903, Page 183.)

AN ORDINANCE

To permit Gordon Brothers to lay and maintain a siding across Pearce street, east of Orthodox street, to connect their property with the tracks of the Frankford Creek Branch of the Connecting Railway.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That permission be, and is hereby granted to Gordon Brothers to lay and maintain a siding across Pearce street, about 102 feet east of Orthodox street, to connect their property on said Pearce street with the tracks of the Frankford Branch of the Connecting Railway. The said siding shall be constructed under the supervision and direction of the Department of Public Works and in accordance with plans to be approved by said Department, and shall have it removed at any time upon the passage of a resolution or ordinance to that effect: *Provided*, That fifty (50) dollars shall be first

paid into the City Treasury by said Gordon Brothers for the publication of this ordinance.

Approved the twenty-seventh day of November, A. D. 1903.

JOHN WEAVER,
Mayor of Philadelphia.

(Ordinances 1903, Page 218.)

AN ORDINANCE

To authorize the Pennsylvania Railroad Company to lay and maintain a gas pipe from the Pintsch Gas Plant, on the easterly side of Thirtieth street, north of Lombard street, to the yard of the said Railroad Company, north of Market street and east of Thirty-second street, within the said Company's right of way, and passing under the surface of Thirtieth, Walnut, Chestnut, Ludlow and Market streets.

SECTION 1. *The Select and Common Councils of the City of Philadelphia do ordain*, That the Pennsylvania Railroad Company be, and is hereby authorized to lay and maintain a gas pipe from the works of the Pintsch Gas Plant, on the easterly side of Thirtieth street, north of Lombard street, to the yard of the said Company, north of Market street, and east of Thirty-second street, within the said Company's right of way, and passing under the surface of Thirtieth, Walnut, Chestnut, Ludlow and Market streets. The said pipe shall be laid under the supervision of the Department of Public Works and in accordance with plans to be approved by said Department. Before exercising any privilege under this ordinance, the said Pennsylvania Railroad Company shall enter into an agreement satisfactory to the City Solicitor, indemnifying the City against all damages by reason of the laying and maintenance of said pipe, and shall restore in good condition the pavement torn up,

and shall pay into the City Treasury the sum of fifty (50) dollars for printing this ordinance. The privilege hereby granted shall be revocable at any time upon the passage of an ordinance to that effect.

Approved the thirty-first day of December, A. D. 1903.

JOHN WEAVER,
Mayor of Philadelphia.

(Ordinances 1903, Page 374.)

