

Being on its third reading,

Mr. Blake submitted the following amendment :

AMENDMENT PROPOSED.

Insert after sidings, and before not exceeding, in 2d line of section 5, the words "or turnouts from the main road not over twenty feet wide in the City of Baltimore, and sixty feet in Baltimore county.

Which was adopted.

Mr. Stephenson submitted the following amendment :

AMENDMENT PROPOSED.

Add the following as section 9 :

Section 9. *And be it enacted*, That any exemption of the capital stock, bonds or other property of the said Union Railroad Company of Baltimore, from taxation by its charter or by any other law be, and the same is hereby, repealed ; and the capital stock, as well as the bonds of said company, shall be liable to taxation. And the said company shall pay the taxes that may be levied on its bonds, and deduct the amount of taxes so paid, from the interest paid to its bondholders. And the General Assembly reserves the right to change the mode of imposing taxation on the property and other assets of said company, as public policy, and the interest of the State may, in the future require."

Which was adopted.

Said bill was then read the third time and passed by yeas and nays, as follows :

AFFIRMATIVE.

Messrs. President,	Spates,
Blake,	Sellman,
Compton,	Spencer,
Carroll,	Steiner,
Davis,	Timmons,
Fields,	Tuck,
Longwell,	Wilson,
Stephenson,	Williams—16.

NEGATIVE—None.

Mr. Tuck, from the Joint Committee appointed to take into consideration the matters pending between the State of Maryland and the Baltimore and Ohio Railroad Company, submitted the following

REPORT.

The Joint Committee appointed "to take into consideration the claim of the State against the Baltimore and Ohio Railroad Company, for one-fifth of the passenger transportation on the Washington Branch Road, with a view to its adjustment, without further litigation, on the principles an-