

**CHAP. 224.** the purpose of erecting the said bridge, and also of all monies by them expended in the prosecution of the said work; and shall at least once in every year submit such accounts to a general meeting of the stockholders, until the said bridge be completed, and until all the costs, charges and expenses, for effecting the same, shall be fully paid and discharged, and the aggregate amount of all such expenses shall be liquidated and ascertained; and if after the said bridge is completed, it shall be found that more monies shall remain in the hands of the treasurer than is necessary for the payment of all charges and expenses incurred in and about erecting the said bridge, the surplus shall be returned as part of the dividend due and payable to the stockholders respectively.

Bridge, how to be built.

9. **AND BE IT ENACTED,** That the said bridge shall be built in the most secure and substantial manner, and shall be secured and supported at each end by good and sufficient abutments, or piers, and shall be not less than eighteen feet wide, with railing on each side thereof at least four feet high, and there shall be a draw in the said bridge, so as to afford a convenient passage to vessels up and down the said river, of at least twenty-six feet wide, with wings on each side of said bridge at the draw, to be at least fifteen feet long and five feet deep; and the president and directors for the time being, shall keep a sufficient number of hands at all times ready for the purpose of raising the said draw, in order to admit vessels to pass through without delay or interruption; they shall have buoys fixed on each side of said draw with ropes sufficient to warp vessels through whenever the winds or current may render it necessary, for which no reward shall be demanded or received; and in case of any neglect, the said president and directors may be indicted and fined in Somerset or Dorchester county courts as for a common nuisance.

Rates of toll

10. **AND BE IT ENACTED,** That for and in consideration of the great risk and expenses to be incurred by said company, not only for building the said bridge, but for keeping the same in continual repair, the said bridge, when built and completed according to the directions of this act, and all its profits, shall be and the same are hereby vested in the said company for ever, to be held as tenants in common, in proportion to their respective shares; and it shall and may be lawful for the said directors, at all times hereafter, to demand and receive the following tolls for passing said bridge to wit: For every coach, chariot, or other four wheeled carriage, stage or wagon, seventy-five cents; for every two wheeled carriage or cart, of every description, thirty seven and an half cents; for a horse and rider twenty cents; for every horse or mule twelve and an half cents; for every head of horned cattle six cents; for every sheep or hog four cents; for every foot passenger *twelve and half cents* (a); which rates of toll shall at all times be made public and kept in some conspicuous place for the inspection of passengers; *Provided* (b) that no toll shall be demanded or received from any person residing in Somerset or Dorchester county, and in lieu thereof the levy court of said county is hereby authorised and directed, at their first session after the said bridge is completed, and annually there-

(a) By 1818, ch. 176, three cents only are to be demanded and received from foot passengers.

(b) By 1818 ch. 176, the proviso in this section is repealed, and tolls may be demanded and received from the people of the said counties, &c.