roadway of any of said railroads shall be valued at the same rate that any other equal portion of said road is valued.

A tunnel forming a part of the roadway, and bridges in the line of the road, held under this section not to be objects of separate valuation and assessment, the part of the road running through the tunnel being valued and assessed at the same rate as any other equal portion of the road. A railroad company's easement in a street occupied by its road, is taxable. Appeal Tax Court *v.* Western Md. R. R. Co., 50 Md. 300.

The act of 1876, ch. 159, was not repealed by the general assessment act of 1876, ch. 260, nor was the latter act a substitute for the former. A railroad company is taxed only on the leasehold interest in property which it owns subject to an outstanding reversion held by the city of Baltimore, the latter being exempt from taxation. Improvements placed upon leased ground by a railroad company, held taxable upon their full value. Rolling stock. Philadelphia, etc., R. R. Co. *v.* Appeal Tax Court, 50 Md. 409; Appeal Tax Court *v.* Western Md. R. R. Co., 50 Md. 297; Anne Arundel County *v.* Annapolis, etc., R. R. Co., 47 Md. 608 (affirmed in 103 U. S 1).

See art. 81, sections 167, 193, and 216.

1904, art. 23, sec. 294. 1904, ch. 620, sec. 204 A.

314. Every railroad company incorporated under the laws of this State shall have the right, wherever it considers that the crossing of its tracks by a public highway is dangerous, to provide at its own cost and expense that the said public highway shall be carried across its tracks either overhead by a bridge or under said tracks by a tunnel, and in order to construct such new crossing said railroad company is empowered to exercise the powers of condemnation vested in it for the purpose of acquiring such additional property and rights as it may require to construct the same. The bridge which said railroad company shall construct for an overhead crossing or the tunnel for the undergrade crossing shall be at least twenty feet wide, and the height of said tunnel from the surface of the roadway through it shall not be less than fourteen feet; and the grades approaching said overhead or undergrade crossings shall not be greater than a rise of six feet in the hundred. The said "tunnel" used in this section to describe the undergrade crossing may either be arched or the railroad tracks may be carried across the public highway on a bridge, as the railroad company may elect. For constructing the approaches to said overhead or undergrade crossings the railroad company may, at its own expense, change the grade of the public highway to be carried on said new crossing with the same rights and liabilities as are now vested in the county commissioners in changing the grades of public highways. Whenever a railroad company shall construct an overhead or undergrade crossing under the terms of this section, all grade crossings within six hundred yards of the same may be closed by it and no new crossing shall be opened within that distance of said overhead or undergrade crossing; provided, that this prohibition as to the maintenance and opening of grade crossings shall not apply to incorporated towns or villages of two thousand or more inhabitants, subject, however, to the consent of the county commissioners or municipal authorities of said counties and towns.

See sections 278 and 303.