

Mining Companies.

1904, art. 23, sec. 228. 1888, art. 23, sec. 145. 1860, art. 77, sec. 2.
1868, ch. 471, sec. 139. 1912, ch. 112.

246. The president and directors of any corporation mentioned in the preceding section shall be invested with full power to locate and construct a railroad or railroads, with necessary appurtenances, beginning the same at or near the mines, manufactories or works of the said corporation and running to any convenient point or points that may best suit the convenience and interest of said corporation, or beginning at the tippie or other works of said corporation, or at the place where said corporation intends or designs to erect such tippie or other works, and running either on the surface, underground or by elevated road, or partly on the surface and partly by the other methods or one of them, to the vein of coal or other minerals at the point at which said corporation may desire to open or work the same; and to use and control said railroad or railroads, and the necessary vehicles and appurtenances thereto belonging.

See notes to this section (as it stood in 1911) in volume 1 of the Annotated Code.

250.

As to condemnation, see article 33A.

Minors—Institutions and Societies for Care and Protection of.

258.

For various provisions for the "protection of minors," see article 27, section 343, *et seq.*

Railroad Corporations.

260.

To the first and second notes to this section on page 652 of volume 1 of the Annotated Code, add the case of *Hyattsville v. Washington R. Co.*, 120 Md. 130.

As to obstructing railroads, see article 27, section 412, *et seq.*

As to "The Transportation of White and Colored Passengers," see article 27, section 387, *et seq.*

For the "Jim Crow" law, see art. 27, sec. 398, *et seq.*

261.

Under this section and section 263 and prior decisions of the Court of Appeals, the *termini* must be fixed in this state with reasonable certainty; the naming of two cities outside of the state as the *termini* would not ordinarily be sufficient; if, however, it is proved that a road running from Washington, D. C., to Gettysburg, Pa., through the counties and at or near the towns mentioned in the company's charter, will cross the Maryland lines within such distance that the points of crossing can be said to be fixed with reasonable certainty, such points may be treated as the *termini* in Maryland. If it be shown that the lines of Washington and of the District of Columbia are co-extensive, that is sufficient for the southerly terminus. Every incorporated town or village through or by which a railroad is eventually laid out, need not be mentioned in its charter; object of the second provision of this section. The fact that a railroad company's charter provides that "The capital stock of said company shall be one hundred thousand dollars" instead of stating it as the amount necessary to construct the road, does not make it invalid. Where the public service commission gave