

herein provided, to enumerate and return to said County Commissioners the names of all persons living within the boundaries of the designated locality or owning taxable property situated therein, or to authorize the tax collector for the collection district within which such designated locality is situated, to enumerate and return such taxable inhabitants.

RAILROADS.

1906, ch. 457, sec. 1.

236. It shall be unlawful for any person or corporation to lay any track for a steam railway within that portion of Howard county which is described as follows, that is to say: The circumference of a circle whose center is at the place where the road known as the "Lawyers Hill" road connects with the road known as the "Montgomery" road, and having a radius of two miles; excepting, however, that portions of the territory above described which lies south and east of the right of way of the Washington Branch of the Baltimore and Ohio Railroad. And it shall also be unlawful for any person or corporation to lay any tracks for a steam railway within that portion of Baltimore county which is described as follows, that is to say: Beginning at the intersection of the west boundary line of the city of Baltimore with the south boundary line of the said city, and running thence in a southwesterly direction to a point three miles south of a point two miles west of the said intersection; thence in a northwesterly direction to a place on the Baltimore and Frederick turnpike known as Gray's; thence by a straight line to a point where the Western Maryland Railroad tracks crosses the Baltimore and Reisterstown turnpike at or near Owings Mills in Baltimore county; thence easterly by a straight line to the Northern Central Railroad at a point northerly one-half mile from Timonium station as now located; thence southeasterly by a straight line to a point where the Pott Springs road connects with the Sweet Air or Dulany's pike, about one and a half miles north of Towson, and thence by a straight line to a point on the line of the northern boundary of the city of Baltimore, if extended, and two miles east of the present eastern boundary of said city to a point on the eastern boundary of said city two miles south of the present northern boundary, and then north on said eastern boundary two miles to the place of beginning; provided, that nothing herein contained shall effect any grant of a specific right of way heretofore made by the General Assembly of Maryland to any railroad company within the said territory, or the right on the part of any railroad company to construct sidings, switches or additional tracks within three hundred yards of the present right of way of any such railroad company, or to re-locate its right of way and lay tracks within the said distance of three hundred yards; nor shall anything in this Act prevent the Northern Central Railway Company from making such changes in the present line of its railroad as will enable it to re-locate its railway tracks where the same pass across or by Lake Roland.

This section held invalid as to B. & O. R. R. Co. in *B. & O. R. R. Co. v. Waters*, 105 Md. 396.