

for the erection, use, and occupancy of such bridge, in accordance with such plan; *provided*, that no railroad company shall be authorized to construct any permanent bridge over any canal of this State which shall be less than twelve feet in the clear above the top water-line of said canal, and the piers and abutments of such bridge shall be placed so as not in any manner to contract the width of the canal or interfere with free passage on the towing path

21. No railroad company, heretofore or hereafter incorporated under the laws of this State, shall enter into any agreement for the consolidation of such railroad company with any other railroad company, or aid any other railroad company in the construction of its railroad by means of subscription to the capital stock of such other railroad company or otherwise, or shall lease or purchase all or any part of any railroad constructed by any other railroad company, without the authority of an act of Assembly authorizing it to enter into such agreement, or to give such aid, or to make such lease or purchase, being first had and obtained.

22. Every railroad company in the State shall cause all its trains of cars for passengers to entirely stop upon each arrival at a station advertised by such company as a station for receiving passengers upon such trains at least one half of one minute; and every company, and every person in the employment of such company that shall violate, or cause, or permit to be violated the provisions of this section shall be liable to a forfeiture of not more than one hundred nor less than twenty dollars, to be recovered in an action of debt, upon the complaint of any person before any justice of the peace of the county in which such violation shall occur, and in all cases in which a forfeiture shall occur under the provisions of this section, the company whose agents shall cause or permit such violation shall be liable for the amount of such forfeiture, and in all cases the conductor upon such train shall be held *primâ facie* to have caused the violation of this section which may occur upon the train in his charge; said forfeiture to be recovered in the name of the State of Maryland, for the use of common schools.

23. All railroads within the State of Maryland, which cross or connect with any other road, or which may hereafter be so constructed or built, shall be, and are hereby required, to permit the road so crossing or connecting to use their track or roadway for the passage of the locomotives, cars, and tonnage, at a rate of tolls for passage of trains and tonnage not exceeding the rate per ton per mile, or proportionate part of a mile so used, as is charged for through freight per ton per mile; *provided*, however, that the right of any road to use the track of any connecting road under this act, shall not be extended to a greater distance than five miles. If the company of any railroad in this State fail or refuse to comply with the provisions of this law, the party aggrieved shall have the right to recover, upon suit in any court of this State that has jurisdiction, a sum not less than five hundred or more than one thousand dollars for each day of refusal or neglect.

Proviso

Id s 22
Consolidating
with, etc., any
other railroad
company, with-
out authority
from the
General Assem-
bly, prohibited

Id s 23
Length of time
trains are to
stop at stations

Penalty for
violation.

Presumption of
liability.

1874, c 446
Use of track by
connecting or
crossing roads

Rates of toll
and tonnage.

Damages for
refusal or neg-
lect.