

turned as aforesaid ; but nothing contained in this act shall authorize said company to take private property for their use without just compensation as agreed upon between the parties.

Tolls SEC. 13. *And be it enacted,* That the said company is hereby authorized to establish a tariff of tolls not exceeding three cents per ton for the navigation or the use of said inlet or canal, and the same to alter at their pleasure ; and may take all necessary measures for the protection of their inlet and all property connected with their business, provided, that the right to charge and collect tolls shall not extend to a longer period than twenty years, after which time the said canal shall be free.

Danger SEC. 14. *And be it enacted,* That if any person or persons shall injure the said inlet or canal, or any of the works connected therewith, or the oyster farms and oysters belonging to the said company, they shall forfeit and pay damages sustained therein, to be recovered with costs of suit in the name of said corporation, before the Circuit Court of Worcester County, or any justice of the peace as the case may be.

Condition. SEC. 15. *And be it enacted,* That all the rights, powers, grants, and privileges hereby conveyed, are upon the express condition that the above mentioned canal shall be completed in the space of five years.

Repealed. SEC. 16. *And be it enacted,* That all acts or parts of acts inconsistent with the provisions of this act be and the same are hereby repealed.

Effective. SEC. 17. *And be it enacted,* That this act shall take effect from the date of its passage.

Approved March 31st, 1892.

CHAPTER 266.

AN ACT to amend the charter of the Baltimore Union Passenger Railway Company, and to authorize and empower said corporation to consolidate with any other passenger railway company and to authorize said corporation to issue its stock and bonds, and to endorse or guarantee the stocks or bonds of other companies, and to purchase other railways or the stocks or bonds thereof.

SECTION 1. *Be it enacted by the General Assembly of Maryland,* That the charter of the Baltimore Union Passenger