

visions of Article 11 of the Public General Laws of this State, title "Banks," and any amendments thereof, and the liability of the stockholders thereof shall at all times be determined by the laws of the State in force at the time the said liabilities may attach; and further provided, that said company shall not be subject to Article 3, Section 25 of said Article 11.

SEC. 8. *And be it enacted*, That this Act shall take effect from the date of its passage.

Approved April 15, 1910.

#### CHAPTER 79.

AN ACT to incorporate the Baltimore and Pennsylvania Railway Company and to declare its rights, powers, privileges and franchises.

SECTION 1. *Be it enacted by the General Assembly of Maryland*, That James H. Wilson, Jacob H. Sherman, Jacob A. Frederick, Newton S. Watts, John Pierce Burns, Frank L. Hancock, Daniel F. Reisenweber and William T. Dietrich and their associates, successors and assigns, be and are hereby created a body corporate and politic, under the name of The Baltimore and Pennsylvania Railway Company, and by that name have perpetual succession.

SEC. 2. *And be it enacted*, That the said corporation be empowered to have and exercise all rights, powers and privileges, incident and necessary for the purpose of said corporation, as an electric or motor railway, as authorized by this Act, and those consistent therewith which are authorized and set forth in Article 23 of the Code of Public General Laws of the State of Maryland, under the title "Corporations," subtitle "Railroads."

SEC. 3. *And be it enacted*, That the said corporation shall have power to construct, equip, maintain and operate a railroad or railway, for the transportation of passengers and freight, with one or more tracks with switches, turnouts and sidings, and to erect and maintain buildings, depots and structures, and all paraphernalia, equipment and appliances required in the construction and operation of said railroad or railway and its care and other vehicles propelled by electric or other motive power by and over such route or routes, and with such lateral branches as its directors may in their judgment determine, from Riesterstown, in Baltimore County, which point shall be the southernmost terminus of said railway company, around or through Hampstead and Manchester in Carroll County, and on through Carroll County, in the State of Maryland, to the Maryland and Pennsylvania State line; and