

visions of Section 275 of Article 23 of the Code of Public General Laws of Maryland of 1904 or any amendments thereto shall, where any portion of the railroad acquired by said corporation under said Section or amendments lying within the State of Maryland is uncompleted, build in each year and place in operation at least five miles of such uncompleted road in each twelve months, counting from the date of the passage of this Act until the entire road within the State of Maryland as originally contemplated and provided for in the Charter of the corporation whose railroad and franchises may be sold shall have been fully completed and put in operation, and upon the failure of any such corporation to so construct and operate five additional miles in each or any year in accordance with the provisions hereof, the Attorney-General of the State shall cause suit to be brought in the name of the State against such company for the forfeiture of its Charter and corporate existence.

SEC. 3. *And be it further enacted*, That this Act shall take effect from the date of its passage.

Approved April 13, 1910.

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## CHAPTER 102.

AN ACT to amend Article 23 of the Code of Public General Laws of Maryland, title "Corporations," subtitle "Railroads," by adding a section thereto immediately following Section 299 of said Article, and to be known as Section 299A, requiring that all local trains run and operated over its main line or its Green Spring Valley Branch by the Northern Central Railroad Company to or from the city of Baltimore, shall stop at Calvert Station, in said city, and providing a penalty for a violation thereof.

SECTION 1. *Be it enacted by the General Assembly of Maryland*, That Article 23 of the Code of Public General Laws of Maryland, title "Corporations," subtitle "Railroads," be and the same is hereby amended by adding a section thereto, to come after Section 299, to be known as 299A, and to read as follows:

299A. All regular passenger trains run or operated by the Northern Central Railroad Company in either direction between the city of Baltimore and any station located on its main line in this State, or on its Green Spring Valley Branch, shall stop at Calvert Station, in said city, for a sufficient length of time to take on and discharge passengers from such trains with safety; provided, said trains be not express trains,