

- CHAP. 77.** **SEC. 3.** *And be it enacted,* That the corporation aforesaid shall have power to alter and amend the by-laws thereof at pleasure; *provided,* that such alteration and amendments do not conflict with the laws of the State of Maryland, the laws of the United States, or the laws of the Grand Temple of Honor, of the State of Maryland.
- Proviso.**
- Issues forbid.** **SEC. 4.** *And be it enacted,* That the said corporation shall not be allowed to issue any note, token, device, scrip or other evidence of debt, to be used as a currency.
- Enure for 20 years.** **SEC. 5.** *And be it enacted,* That this act of incorporation shall enure for twenty years from the passage hereof, and that the Legislature reserves to itself the right to alter and annul the same at pleasure.
- Right reserved.**

CHAPTER 77.

Passed Feb 18, 1847. *An act entitled, a further supplement to the act passed at December session eighteen hundred and thirty-five, chapter twenty-four.*

Preamble.

WHEREAS, it is represented to this General Assembly, that the road leading from Annapolis to Baltimore city, is in such condition, from the Gwinn's Falls Bridge to the junction of the two roads known as the Upper and Lower Annapolis Roads, as to render it impassable during the winter season, and sundry citizens of Baltimore and Anne Arundel counties and Baltimore city have petitioned the Legislature that the tolls upon Gwinn's Falls Bridge may be increased, in order to provide the means of repairing said road—Therefore,

Authorised to receive tolls.

SECTION 1. *Be it enacted by the General Assembly of Maryland,* That, from and after the first day of May next, William Linthicum and Edward Green, owners of Gwinn's Falls Bridge, or their legal representatives, shall be authorised to demand and receive tolls for the passage of said bridge, not exceeding the following rates, namely: for every foot passenger, two cents; for every horse and rider, four cents; for every carriage and one horse, eight cents; for every carriage and two horses, twelve and a half cents; for every carriage and four horses, twenty-five cents; for every horse in gear, four cents; for every horse, mule or oxen, not geared, three cents, instead of the rates now authorised by the second section of the act to which this is a supplement.

Rate of tolls.

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