

SEC. 5. *And be it enacted,* That the said board of school commissioners, shall have the power to increase the charge for tuition in the public schools of said county, to one dollar and fifty cents per quarter, for instruction in the primary branches of education.

CHAP. 532.

Fees for tuition
primary branch

SEC. 6. *And be it enacted,* That the said board of school commissioners, be and they are hereby authorised to allow instruction to be given in the higher branches of education in the said public schools, and to charge such additional fees for tuition in the same, as shall in their judgment seem just and reasonable.

High branches

SEC. 7. *And be it enacted,* That it shall be the duty of the said board of school commissioners, to have this act printed and published in the most public places in each election district in Baltimore county, at least six weeks before the said first Wednesday in May, and the said first Wednesday in October.

Act to be published

SEC. 8. *And be it enacted,* That the fines accruing in the magistrates courts of Baltimore county, and one half of all the fines accruing in the county court of said county, be and they are hereby required to be paid to the treasurer of said county, and to be by him placed to the credit of the school fund of said county, saving and excepting the rights of informers to and in the said fines.

How penalties are applied

CHAPTER 532.

A further supplement to an act entitled, an act to incorporate the Baltimore and Susquehanna Rail Road Company.

Passed Mar. 9, 1850

SECTION 1. *Be it enacted by the General Assembly of Maryland,* That the southern terminus of the Baltimore and Susquehanna rail road shall be at the depot, now being erected on Calvert street, in the city of Baltimore, including the said depot, and so much of the lot on which it stands as may be necessary for the convenient use of said depot, and that the president and directors of the Baltimore and Susquehanna rail road company, shall be and they are hereby invested with all the rights and powers necessary for the construction, repair, and use of a line of rail road, in and from said Calvert street depot, along their present line of rail road tracks on the bed of North street, and through Bolton depot to the city limits, as fully in every respect as said com-

Southern terminus