

On motion by Mr. Nicholas, said section was further amended, by striking out after the word "that," in the 9th line thereof, to the end of said section, and inserting in lieu thereof, the following, "the legislature may at any time regulate and restrict any of the charges and rates which the said president and directors may so ascertain and fix, if they shall be deemed unreasonable, or injurious in their operation."

On motion by Mr. Nicholas, said bill was amended, by striking out the third section of the bill, and inserting in lieu thereof, the following:

Sec. 3. And be it enacted, That the said company shall be entitled to charge and take for the transportation of any parcel or article on such rail road, any distance whatever, twelve and a half cents, and a like sum for taking up and setting down any person who shall travel a distance not exceeding eight miles, in addition to the charge of three cents per mile for the conveyance of such person.

On motion by Mr. Richardson, said bill was further amended, by adding at the end thereof as an additional section, the following:

"And be it enacted, That the same rights, privileges and immunities, granted by this act in relation to the road from Baltimore to the Ohio river, shall also belong to the said company in relation to their lateral road hereafter to be constructed to Frederick."

The said bill was then read the second time as amended, and passed.

The house adjourned until to-morrow morning 9 o'clock.

THURSDAY, January 17th, 1831.

The house met. Present the same members as on yesterday.

The proceedings of yesterday were read.

The bill, entitled, An act empowering the commissioners of Harford county, to build a bridge over Winter's run, in said county, at or near the place where the road leading from Gunpowder Neck to Bel-Air, crosses said run; also the bill, entitled, A supplement to the act, entitled, An act to authorise equitable assignees to sue in their own names; also the bill, entitled, A second supplement to the act, entitled, An act to incorporate the Baltimore and Ohio Rail Road Company, passed at December session 1826, chapter 123; also the bill, entitled, An additional supplement to the act, entitled,