

not to exceed the sum of one hundred and forty-four thousand nine hundred dollars, at an interest not exceeding five per centum per annum, with any bank or banks, corporation, individual or individuals, as in his opinion may be most advantageous; and the sum or sums so borrowed shall be paid to and vested in the commissioners of the internal improvement fund, to be applied to the purposes named in the foregoing section, and the money so borrowed to be repaid to the lender or lenders, within twelve months from the date of this act, in such manner as may be hereafter provided for by the Legislature.

Temporary loan.

Loan, how to be applied.

SECTION 3. The canal commissioners are authorized and hereby declared to have full power to enter on the lands situate along or in the vicinity of any of the rail-roads constructed or to be constructed by this Commonwealth, for the purpose of procuring and conducting water to the stationary engines and water stations erected or to be erected thereon, by making dams, drains, laying pipes, or other expedient, which may be necessary for that purpose; and compensation shall be made to individuals whose property is taken or injured, by the assessment and payment of damages, in the same manner as damages are now assessed and paid in the construction of the Pennsylvania canals and rail-roads by the laws now in force.

Authority to enter on lands, &c.

Compensat'n for injury to property.

JAMES THOMPSON,
Speaker of the House of Representatives.

JACOB KERN,
Speaker of the Senate.

APPROVED—The twenty-seventh day of February, one thousand eight hundred and thirty-five.

GEO: WOLF.

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No. 36.

A Supplement

To the act providing for the laying the rails on the Columbia bridge.

SECTION I. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same,* That the board of canal commissioners are hereby authorized and required, with as little delay as possible, to cause a double track of rails to be laid on the Columbia bridge, adapted to the passage of such cars as are used on the Philadelphia and Columbia rail-road, the same to be done in such manner as to occasion as little inconvenience to the travelling on the said bridge as possible, during the period of laying the rails, and when the same shall have been completed; and the sum of four

Double track of rails on Columbia bridge

- thousand and twelve dollars and fifty-two cents, appropriated by resolution passed on the twenty-sixth day of March, one thousand eight hundred and thirty-three, is hereby appropriated for the same: *Provided*, That the same shall be completed for that sum.
- Proviso.**
- Extension of rails from west end of bridge.**
- Proviso.** SECTION 2. The canal commissioners are hereby authorized and required to extend the said double track of rails from the west end of said bridge any distance not exceeding one hundred yards each way, with two turnouts for car stands: *Provided however*, That if the commissioners deem it more advantageous to the improvement, they may direct one track to be made longer than one hundred yards, making the other shorter, so that the aggregate length of both tracks shall not exceed a distance of two hundred yards, the expense thereof to be defrayed out of any moneys that may now or hereafter be appropriated to the Philadelphia and Columbia rail-road: *Provided further*, That if any person or persons should wish to continue the rails in any street, lane or alley, within the borough of Wrightsville, at his or their own expense, he or they shall be permitted to do so: *Provided*, That it shall be with the consent of the town-council of said borough, and subject to the orders and directions of its officers.
- 3d proviso.**
- 3d proviso.**
- Tolls.** SECTION 3. The Columbia Bridge company shall be entitled to demand and receive for different articles, passengers and cars crossing said bridge on the rails, tolls not exceeding five times in amount what are now chargeable per mile on the Philadelphia and Columbia rail-road: *Provided*, That no additional charge shall be made for horses or mules drawing cars; and no locomotive engine shall be taken upon the bridge, without permission from the officers of the company: *And provided further*, That they shall not charge tolls for transporting on the said bridge such materials as are necessary for the purpose of laying the rails as aforesaid.
- Proviso.**
- 2d proviso.**
- Part of act of April, 1834, still in force to a certain extent.** SECTION 4. The first and second sections of the act entitled An act to protect the rail-roads and repair the canals constructed at the expense of the State, approved the eighth day of April, eighteen hundred and thirty-four, shall be applicable and in force, so far as respects the rails when laid on the said bridge, and the connexions made at the expense of the State at the east and west ends of the bridge.
- Penalty for cross'g bridge faster than a walk.** SECTION 5. Horses drawing cars over the said bridge shall not be permitted to travel faster than a walk; and any owner or conductor of cars, violating this regulation, shall forfeit and pay, for the use of the Columbia bridge company, for every such offence, the sum of five dollars, to be recovered as debts of like amount are by law recoverable.
- Make rules & regulations.** SECTION 6. The president and directors of the Columbia bridge company are hereby authorized to make such rules and regulations, not inconsistent with the constitution and laws of this State, as they may deem necessary, to enforce the payment of tolls set

forth in the third section of this act, and to impose adequate fines for a violation of such rules: *Provided however*, That any rules and regulations thus made shall have been put up at some conspicuous place, either at the toll house or bridge, before they shall be enabled to recover a fine or forfeiture for their violation; and the said company, or their agents, shall be subject to the like fines and penalties for demanding and receiving a greater rate of tolls for crossing on the rails, as is provided for in the eleventh section of the original act for erecting a bridge across the Susquehanna river, at or near the town of Columbia, in the county of Lancaster: and the like authority conferred upon the canal commissioners for constructing canals and rail-roads within this Commonwealth, be vested in them for the completion of the work contemplated by this act.

Proviso.

Fines and penalties.

JAMES THOMPSON,
Speaker of the House of Representatives.

JACOB KERN,
Speaker of the Senate.

APPROVED.—The twenty-seventh day of February, Anno Domini, eighteen hundred and thirty-five.

GEO: WOLF.



No. 37.

A Supplement

To the act relating to county rates and levies, and township rates and levies, and to the act relating to counties and townships, and county and township officers.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same*, That the commissioners of the several counties shall have power to appoint collectors of taxes without requiring the bond or mortgage, or other security, directed by the nineteenth section of the act relating to county rates and levies, and township rates and levies: *Provided*, That the person so appointed shall own a freehold estate, which, in the opinion of said commissioners, shall be a sufficient security for the faithful performance of his duties as collector.

Co. comm'rs empowered to appoint collectors of taxes.

Proviso.

SECTION 2. If any person appointed collector, from whom security shall not be required, or if any assessor shall refuse to serve, he shall forfeit and pay the sum of twenty dollars, to be recovered before a justice of the peace or alderman, at the suit of the commissioners, as debts of similar amount are now re-

\$20 fine for refusing to serve.