

NEVADA.

Post-roads established in Nevada.

From Aurora, Nevada, to Keyesville, California;
From Onionville to Dun Glen, East Range;
From Virginia City, via Onionville, Star City, to Humboldt.

Utah.

UTAH.

From Fort Bridger, Utah, via Richville, Soda Springs, the Upper Crossing of Snake River and Virginia City, to Hell Gate, in Idaho;
From Fort Bridger, Utah, via Boise City, Idaho, and Grand Ronde Valley, Oregon, to Walla-Walla, Washington Territory;
From Salt Lake City, Utah, via Fillmore City and St. George, to Los Angeles, California;
From Salt Lake City, via E. T. City, Grantsville, Tooele, Shambiss, Cedar Fort, Fairfield, and Goshen, to Payson;
From Salt Lake City, Utah, via Provo City, Salt Creek, Fillmore City, Beaver, Parawan, Cedar City, to St. George;
From Brigham City, via Mendon, Wellsville, Hyrum, Millville, Providence, Logan, Hyde Park, Smithfield, and Richmond, to Franklin;
From Hyrum to Paradise;
From Ogden City to Plain City;
From Ogden City to Huntsville;
From Great Salt Lake City, via Jordan, to Herriman;
From Rockville to Springdale;
From Salt Creek, via Poule, Rounds, and Holden, to Fillmore;
From Sprigville, via Spanish Fork, Canon Fairview, Mount Pleasant, Springtown, Ephraim, and Manti, to Gunnison;
From Mount Pleasant to Moroni;
From Fountain to Wales;
From Cedar City, via Pinto, Pine Valley, Alger, Banney, and Diamond, to Saint George;
From Beaver to Minersville;
From Fillmore City to Deseret;
From Gunnison to Chicken Creek;
From Great Salt Lake City, via Mountain, Weber, Morgan, Porter, Corydon, Heuneffer, Coalville, Hoytville, Wauship, Peoa, Kansas, Heber, Mound, Midway, and Charleston, to Provo City.

APPROVED, June 30, 1864.

June 30, 1864. CHAP. CLXXVI. — *An Act to amend the Charter of the Washington and Georgetown Railroad Company.*

Washington, &c., railroad company may extend their road.

Additional fare.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Washington and Georgetown railroad company shall have the right to extend their horse railway on any public highway in the county of Washington, commencing at the present terminus of either of their roads, extending north from Seventh and Fourteenth streets, and from the Capitol square to Maryland Avenue; and extending north from the eastern extremity of that avenue, first having obtained the consent of the levy court therefor; and may charge additional fare of five cents for every three miles on each branch so extended, for each and every passenger conveyed upon any road constructed in said county of Washington, outside of the limits of the cities of Washington and Georgetown: *Provided,* That nothing herein contained shall be construed so as to prevent congress from regulating the fare on either of said roads, or altering or amending the original charter of said company, or this amendment thereto, according to the provisions of said original charter.

APPROVED, June 30, 1864.