each; three assistants, at one thousand two hundred dollars each; two assistants, at one thousand dollars each; one assistant, at nine hundred and sixty dollars.

APPROVED, March 3, 1871.

CHAP. CXXXVII. — *An Act supplementary to "An Act to authorize the Extension, Construction, and Use of a lateral Branch of the Baltimore and Potomac R. R. Co., in, to, and within the District of Columbia," approved February fifth, eighteen hundred and sixty-seven.*

March 3, 1871.
1867, ch. 29.
Vol. xiv. p. 387.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Baltimore and Potomac Railroad Company be, and they are hereby, authorized to erect over their tracks on Virginia Avenue, between west Sixth Street and west Seventh Street, in the city of Washington, a passenger depot building, covering the following described area, to wit: commencing at the intersection of the building line of south side of south C Street produced and the building line of east side of west Seventh Street produced, thence along last-mentioned line southward to a point, thence by line parallel with and forty feet distant northward from building line of southerly side of Virginia Avenue to a point in building line of west side of west Sixth Street produced, thence by last-mentioned line northward to a point, thence by line parallel with and forty feet distant southward from building line of northerly side of Virginia Avenue to a point, thence northward by line parallel with and eighty feet distant eastward from the building line of east side of west Seventh Street produced to a point in building line of south side of south C Street produced, thence by last-mentioned line westward to the place of beginning; which shall be of the same style of architecture as the depot of the Pennsylvania Railroad Company, at the city of Lancaster, in the State of Pennsylvania: *Provided*, That the assent of the municipal authorities of the city of Washington or of the District of Columbia be first obtained to the erection of said depot.

Baltimore and Potomac Railroad Company may erect a passenger depot building.

Location.

Style.

Assent of municipal authorities to be first obtained.

APPROVED, March 3, 1871.

CHAP. CXXXVIII. — *An Act to regulate the Grade of Maryland Avenue from the End of the Long Bridge o Twelfth Street.*

March 3, 1871.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Baltimore and Potomac Railroad Company are hereby authorized, at the expense of said company, to change the grade of Maryland Avenue, so as to establish a descending grade of one and seventy-five one-hundredths feet per one hundred feet from the centre of Twelfth Street south to the centre of Thirteen-and-a-half Street south, and a descending grade of one and thirty-one hundredths feet per one hundred feet from the centre of Thirteen-and-a-half Street south to the top of the abutment of the Long bridge over the Potomac river, as newly constructed; the present grade at the centre of Twelfth Street south to be reduced two feet, and the level of the top of the new abutment of the Long bridge not to be more than nine feet above the height of the old abutment: *Provided*, That if any actual damage shall be sustained by the owners of any property on said avenue, or on the streets connecting therewith, by reason of such change of grade, said railroad shall pay such damages as shall be sustained, to be recovered in any court of competent jurisdiction in the District of Columbia: *Provided further*, That such change of grade shall be made under the supervision of the proper municipal authorities of the city of Washington or of the District of Columbia, and in the manner to be approved by said municipal authority.

Grade of Maryland Avenue may be changed.

Damages to property owners.

Change to be made under whose supervision.

APPROVED, March 3, 1871.

AUTHENTICATED U.S. GOVERNMENT INFORMATION GPO