

the District of Columbia, how may hereafter be made.

before one justice of the peace only, either in said District or any State or Territory of the United States, shall be held and deemed as valid and effectual for all purposes, as though such acknowledgment had been made before two or more justices of the peace.

APPROVED, March 25, 1870.

March 25, 1870.
1867, ch. 29.
Vol. xiv. p. 387.

CHAP. XXXII. — *An Act to extend the Time for the Completion of the lateral Branch of the Baltimore and Potomac Railroad, authorized by the Act approved February fifth, eighteen hundred and sixty-seven, and to change the Location in the City of Washington along the Bank of the Canal.*

Preamble.

See 1870, ch. 142.
Post, p. 161,
for supplement-
ary act.

WHEREAS a charter was granted by an act of Congress, approved February fifth, eighteen hundred and sixty-seven, giving to the Baltimore and Potomac Railroad Company the privilege of constructing a lateral branch of their railroad into the District of Columbia and the city of Washington; and whereas under the said act the time for the completion of said lateral branch was within four years from the passage of the act, and as the work on the line of the road within the city of Washington is very heavy and will consume a long time in its construction; and whereas the work has already been delayed in submitting the plans and location to Congress for their approval: Therefore,

Seventh section
of act re-
pealed.

Time for com-
pletion of lateral
branch extend-
ed.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the seventh section of the act to authorize the extension, construction, and use of a lateral branch of the Baltimore and Potomac railroad into and within the District of Columbia be, and the same is hereby, repealed; and the time for the completion of the said lateral branch of the Baltimore and Potomac railroad be, and the same is hereby, extended to the first day of February, eighteen hundred and seventy-five.

Line of road
in the city of
Washington.
1869, ch. 2.
Ante, p. 1.

SEC. 2. *And be it further enacted,* That the said company, if it shall so elect, is hereby authorized to adopt a line in the city of Washington from some point west of East Fourth Street, in the line designated in the act of Congress approved March eighteen, eighteen hundred and sixty-nine, as passing along South K Street, thence crossing to and passing along the south bank of the canal, to South Capitol Street, and thence northwardly to Virginia Avenue, there intersecting and passing along the line described in said act approved March eighteen, eighteen hundred and sixty-nine, as passing along Virginia Avenue northwardly to the intersection of South C and West Ninth Street.

APPROVED, March 25, 1870.

March 25, 1870.

CHAP. XXXIII. — *An Act to incorporate the Washington Mail Steamboat Company.*

Washington
Mail Steamboat
Company incor-
porated.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Charles Spear, Paul Stevens, W. H. Tenney, William L. Wall, William H. Philp, George H. Plant, J. L. Savage, D. C. Forney, H. Kilbourne, S. P. Brown, Alexander Ray, A. H. Herr, John Pearson, and their associates and successors, or a majority of them, are hereby created and constituted a body politic and corporate, by the name and style of the Washington Mail Steamboat Company.

Capital stock.

Individual lia-
bility of stock-
holders.

Powers of the
corporation.

SEC. 2. *And be it further enacted,* That the capital stock of said company shall not be less than two hundred and fifty thousand dollars nor more than five hundred thousand dollars, to be divided into shares of one hundred dollars each. And each corporator shall be individually liable, during the time he is a stockholder, for all debts of the company, to the amount of his stock therein, and for one year after any transfer of the same.

SEC. 3. *And be it further enacted,* That said company is authorized and empowered to establish and run a line or lines of steamers between the cities of Washington and Norfolk and other ports.