

July 25, 1866.

CHAP. CCLI. — *An Act to authorize the Extension, Construction, and Use by the Baltimore and Ohio Railroad Company of a Railroad from between Knoxville and the Monocacy Junction into and within the District of Columbia.*

Preamble.

Whereas it is represented to this present Congress that the Baltimore and Ohio Railroad Company, incorporated by the State of Maryland, are desirous of extending the road authorized to be built by them, by an act of the general assembly of that State, entitled "An act to authorize the Baltimore and Ohio Railroad Company to build a railroad from a point on the line of its road between Knoxville and the Monocacy Junction, through Frederick and Montgomery counties, to the boundary of the District of Columbia, so as to make a direct communication with the city of Washington," into and within the District of Columbia: Therefore,

Baltimore and Ohio R. R. Co. may extend railroad into the District of Columbia.

Termini to be agreed upon with the cities of Washington and Georgetown.

Powers and privileges of the corporation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Baltimore and Ohio Railroad Company shall be, and they are hereby, authorized to extend into and within the District of Columbia the road aforesaid, to such point or points, terminus or termini, as may be agreed upon between the said company and the corporation of Washington, in respect of a road within the limits of Washington, and between the said company and the corporation of Georgetown, as respects a road within the limits of Georgetown. An[d] the said Baltimore and Ohio Railroad Company are hereby authorized to have and exercise the same powers, rights, and privileges, and shall be subject to the same restrictions, in the extension and construction of the said road, into and within the said District as they have, may exercise, or possess, or are subject to within the State of Maryland, under and by virtue of their charter or act of incorporation from the State of Maryland; and shall be entitled to the same franchises, rights, compensation, benefits, and immunities in the use of the said road as are provided in the said charter.

Provisions of acts of Congress relating to lateral road, made applicable to this corporation.

1831, ch. 85.  
Vol. iv. p. 476.

SEC. 2. *And be it further enacted,* That all the provisions of the several acts of Congress relating to the lateral road authorized to be built into and within the District of Columbia by an act passed March second, eighteen hundred and thirty-one, and entitled "An act to authorize the extension, construction, and use of a lateral branch of the Baltimore and Ohio Road into and within the District of Columbia," and the supplements thereto, be, and they are hereby, declared to apply to the Baltimore and Ohio Railroad Company so far as they are severally applicable to the location, construction, and use by the said company of the road now authorized to be constructed into and within the said District.

Extension to be commenced in one year, and completed in three years.

SEC. 3. *And be it further enacted,* That the said railroad company shall commence the construction of said extension of said road within one year, and complete the same within three years after the passage of this act; and on failure to do so, the privileges granted by this act shall be forfeited by said company.

APPROVED, July 25, 1866.

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CHAP. CCLII. — *An Act to change the Port of Entry in Puget's Sound.*

Port Townsend made the port of entry and delivery in district of Puget's Sound.

Port Angelos abolished as a port of entry.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That from and after the first day of October, eighteen hundred and sixty-six, the port of Port Angelos, in the district of Puget's Sound, in Washington Territory, is hereby abolished as a port of entry, and that Port Townsend be, and is hereby, established as the port of entry and delivery for the said district, from and after said date.

APPROVED, July 25, 1866.