

PUBLIC ACTS OF THE FORTY-FIRST CONGRESS

OF THE

UNITED STATES,

Passed at the First Session, which was begun and held at the City of Washington, in the District of Columbia, on Thursday, the fourth day of March, A. D. 1869, and was adjourned without day on Saturday, the tenth day of April, A. D. 1869.

ULYSSES S. GRANT, President. SCHUYLER COLFAX, Vice-President and President of the Senate. HENRY B. ANTHONY was chosen President of the Senate, *pro tempore*, on the twenty-third day of March, A. D. 1869, and so acted until the twenty-ninth day of said March; was again chosen, on the ninth day of April, A. D. 1869, and so acted until the end of the session. JAMES G. BLAINE, Speaker of the House of Representatives.

CHAP. I. — *An Act to strengthen the public Credit.*

March 18, 1869.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That in order to remove any doubt as to the purpose of the government to discharge all just obligations to the public creditors, and to settle conflicting questions and interpretations of the laws by virtue of which such obligations have been contracted, it is hereby provided and declared that the faith of the United States is solemnly pledged to the payment in coin or its equivalent of all the obligations of the United States not bearing interest, known as United States notes, and of all the interest-bearing obligations of the United States, except in cases where the law authorizing the issue of any such obligation has expressly provided that the same may be paid in lawful money or other currency than gold and silver. But none of said interest-bearing obligations not already due shall be redeemed or paid before maturity unless at such time United States notes shall be convertible into coin at the option of the holder, or unless at such time bonds of the United States bearing a lower rate of interest than the bonds to be redeemed can be sold at par in coin. And the United States also solemnly pledges its faith to make provision at the earliest practicable period for the redemption of the United States notes in coin.

APPROVED, March 18, 1869.

The faith of the United States pledged to the payment in coin, or its equivalent, of all obligations of the United States, &c. except, &c.

Interest-bearing obligations not already due, not to be paid before maturity, unless, &c.

Redemption of the United States notes in coin.

CHAP. II. — *An Act supplementary to an Act entitled "An 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," approved February 5, 1867.*

March 18, 1869.
1867, ch. 29.
Vol. xiv. p. 387.
1870, ch. 32, 142.
Post, pp. 78, 161.

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, which, by the act of Congress entitled "An 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," was authorized to extend into and construct within the District of

Baltimore and Potomac R. R. Co. may enter Washington, &c. by either of two routes.

Baltimore and Potomac R. R. Co.

Columbia the lateral branch of its road in said act of Congress mentioned, may enter the city of Washington with their said railroad and construct the same within the limits of said city on and by whichever one of the two routes herein designated the said company may elect and determine upon, that is to say :

First route.

First. Beginning at the intersection of Boundary Street and North Carolina Avenue ; thence southwestwardly along said North Carolina Avenue to South D Street ; thence along South D Street westwardly to Virginia Avenue ; thence along Virginia Avenue northwestwardly to the intersection of South C Street and West Ninth Street ; or,

Second route.

Second. Beginning at some point on the northern shore of the eastern branch of the Potomac river between South L and South M streets ; thence westwardly between said streets to the intersection of Virginia Avenue with South L and East Twelfth streets ; thence along said Virginia Avenue northwestwardly to South K Street ; thence along said South K Street westwardly to South Fourth Street ; thence by a line curving to the right, to the north bank of the canal ; and thence along the said bank of the canal northwestwardly to Virginia Avenue ; thence along Virginia Avenue northwestwardly to the intersection of South C and West Ninth streets.

Settlement of land and other damages.

SEC. 2. *And be it further enacted*, That in all cases where the parties owning land or other property required by the said Baltimore and Potomac Railroad Company cannot agree with said company on the amount of damage claimed, either for said land or materials in the construction of its aforesaid road, and a condemnation and valuation shall have been made as provided in the act approved February five, eighteen hundred and sixty-seven, and to which this act is amendatory, either party may appeal to the supreme court of the District of Columbia within thirty days from the rendition of the verdict of the jury ; and in all cases where the said company shall take an appeal they shall give bond to the party or parties claiming and entitled to damages in a penalty at least double the sum found by the jury, with a condition that the said company shall pay or cause to be paid such amount of damages and costs as the party may be entitled to receive on the judgement of the said supreme court, without delay, and on which bond ample and sufficient sureties shall be given, to be approved by the supreme court ; and in all cases where the party or parties claimant shall appeal, the said company, if it shall require the immediate use of the property condemned and valued as aforesaid, before an appeal can be heard and decided, it shall be lawful for the said company to execute and tender a bond to the party aforesaid in at least double the sum found by the jury, with sureties to be approved by the supreme court, and with a condition to pay without delay such sum and costs as may be awarded by the said court without further delay ; and upon the delivery or tender of such bond the said company may proceed to the construction of their said road as if the parties claimant and the said company had agreed upon the compensation to be paid for the property to be used ; and that in all cases where the said company shall appeal and give bond as aforesaid, they may have the power to proceed in the construction of the road and appropriation of the property for the uses thereof, as if no appeal had been taken and the parties had agreed upon compensation for the property required ; in all cases where the company and parties agree upon the price to be paid for land and materials, the same shall be paid before the property shall be taken and used.

Provision in cases of appeals by the company ;

by the claimants.

The company may proceed to construct the road, pending the appeal, upon, &c.

Where price is agreed, amount to be paid before property is taken.

Appeal to the supreme court of the District. Jurisdiction of the court.

SEC. 3. *And be it further enacted*, That the said Baltimore and Potomac Railroad Company and any other party or parties interested, and who may consider themselves aggrieved by the verdict of the jury, shall have the right to appeal to the supreme court of the District of Columbia, which shall have jurisdiction of all such cases, and shall hear and deter-

mine the same, after notice to all parties, without the intervention of a jury, and the judgement of the said court shall be final.

SEC. 4. *And be it further enacted*, That this act shall take effect from the date of its passage.

APPROVED, March 18, 1869.

Judgment.
When act takes effect.

CHAP. III. — *An Act for the further Security of equal Rights in the District of Columbia.*

March 18, 1869.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the word "white," wherever it occurs in the laws relating to the District of Columbia, or in the charter or ordinances of the cities of Washington or Georgetown, and operates as a limitation on the right of any elector of such District, or of either of the cities, to hold any office, or to be selected and to serve as a juror, be, and the same is hereby, repealed, and it shall be unlawful for any person or officer to enforce or attempt to enforce such limitation after the passage of this act.

APPROVED, March 18, 1869.

The word "white" in the laws relating to the District of Columbia, &c. whenever, &c. repealed, &c.

CHAP. V. — *An Act to incorporate the National Junction Railway Company.*

March 29, 1869.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That James A. Magruder, John L. Kidwell, C. H. Cragin, John W. Thompson, Hallet Kilbourn, Alexander R. Shepard, and William H. Tenney, of the District of Columbia, together with such other persons as may become associated with them for that purpose, together with their successors, are hereby created and erected into a body corporate and politic, in deed and in law, by the name and title of the National Junction Railway Company, and by that name have perpetual succession, and shall be able to sue and to be sued, to plead and be impleaded, to defend and be defended, in the courts of law and equity within the District of Columbia, and may use a common seal, and may adopt by-laws for the regulation of its government.

National Junction Railway Company incorporated.
[Act amended, 1870, ch. 165. Post, p. 167.]

SEC. 2. *And be it further enacted*, That the said corporation is hereby fully authorized and empowered to survey, locate, lay out, construct, collect tolls upon, maintain, and enjoy a railway line, with appurtenances and machinery necessary for one or more tracks, within the District of Columbia, commencing at the northern terminus of the aqueduct bridge, in the city of Georgetown, or at some eligible point on the south shore of the Potomac river above and near said bridge; thence in a north-easterly direction by the most feasible route crossing Rock creek, entering the city of Washington, and passing through either S, T, or U Street west, [north,] around the city of Washington, crossing the branches of the Baltimore and Ohio railroad upon the legally established grades of the city, in such a manner as not to be dangerous to passengers and trains on either road; thence to a point most feasible on the Potomac river, or eastern branch of the same, at or near the navy yard, at a point to be indicated by the Secretary of the Navy, with the rights, powers, and privileges to construct the said road, the grades of the road to be approved by the authorities of the cities of Washington and Georgetown; also the privileges of locating and constructing a grand Union depot on the line of said road, at some point between Third Street west and Fourteenth Street west, in Washington city; also a similar depot at some convenient point in Georgetown, near the said aqueduct.

Powers of corporation.

Line of railway.
[Location charged. Post, p. 167.]

Grades to be approved.

Grand Union depot.

Other depot.

SEC. 3. *And be it further enacted*, That the capital stock of said National Junction railway shall consist of five thousand shares of one hundred dollars each, which shall in all respects be deemed personal property, and shall be transferable in such manner as the by-laws of said company shall provide.

Capital stock
Number of shares, and how transferable.