

Preamble. pany is now seeking to connect with the Chesapeake and Ohio Canal, at or near Powel's bend on the Potomac river, in Washington county, in this State; *And whereas*, it appears by the Act of eighteen hundred and thirty-six, Chapter seventy-nine, that said Franklin Railroad Company was authorized to connect with said Canal at or near Williamsport in said county, the meaning whereof obviously was, as near said town as practicable; *And whereas* by the eighth Section of the Act of eighteen hundred and fifty-three, Chapter one hundred and thirty-five, and by the sixth Section of the Act of eighteen hundred and fifty-six, Chapter seventy, the Legislature of this State reserved the right to alter, amend and repeal the provisions of said Acts, and to withdraw and abrogate all the rights, privileges and franchises vested in the said Franklin Railroad Company by said Acts, or any other Act or Acts of Assembly of this State; *And whereas*, this General Assembly is satisfied, that an alteration in said original Charter ought to be made, therefore,

Repealed. SECTION 1. *Be it enacted by the General Assembly of Maryland*, That so much of Section one of the Act of eighteen hundred and thirty-six, Chapter seventy-nine as authorizes the Franklin Railroad Company to connect with the Chesapeake and Ohio Canal at or near Williamsport, be and the same is hereby repealed.

May connect. Sec. 2. *And be it enacted*, That it is hereby made lawful for said Franklin Railroad Company to connect with the Chesapeake and Ohio Canal at Williamsport, and at no other place; *provided however*, that nothing herein contained, shall prevent said Railroad Company from crossing said Canal, at any point between Hancock, in Washington county and Knoxville, in Frederick county, in its passage to and cross the Potomac river, as provided in the Act of eighteen hundred and fifty-six, Chapter seventy.

In force. Sec. 3. *And be it enacted*, That this Act shall take effect from its passage.

Approved April 4, 1870.