

SEC. 2. *And be it enacted*, That this Act shall take In force. effect from the date of its passage.

Approved April 1, 1872.

CHAPTER 336.

AN ACT to incorporate the Maryland and Delaware Ship Canal Company.

SECTION 1. *Be it enacted by the General Assembly of* Incorporated
Maryland, That Horace B. Tibbetts, George Vickers, C. Bainbridge Smith, Thales A. Linthicum, James T. Earle, Philip W. Downs, E. L. F. Hardcastle, Levin Woolford, John W. Davis, Julian J. Alexander, James T. Briscoe, and their associates and successors, and all other persons who may be stockholders, as hereinafter provided, are hereby constituted and made a body corporate, by the name Name.
of the Maryland and Delaware Ship Canal Company, for the purpose of cutting and making a Ship Canal, the object of which shall be to connect the waters of the Chesapeake and Delaware Bays, with all the works, locks, offices and appurtenances that may be necessary. The said canal shall start from or commence at some convenient point on the Chesapeake Bay, or on some of the rivers, estuaries, creeks, or Location.
arms of the same, or emptying into the same, but not above Sassafras River, and run to the State line of Delaware and Maryland; and by the aforesaid corporate name the said Horace B. Tibbetts, George Vickers, C. Bainbridge Smith, Thales A. Linthicum, James T. Earle, Philip W. Downs, E. L. F. Hardcastle, Levin Woolford, John W. Davis, Julian J. Alexander, and James T. Briscoe, their associates and successors, and all other persons who may be stockholders, as hereinafter provided, shall be and they are hereby made capable in law of purchasing, Capability in
holding, leasing, selling, conveying estates, real, law.
personal and mixed, so far as shall be necessary and