

By the General Assembly of the Commonwealth of Virginia.

AN ACT further to amend the act incorporating the Chesapeake and Ohio Canal Company—(passed February 27th, 1829.

Be it enacted by the General Assembly, That the Chesapeake and Ohio Canal Company be, and they are hereby, empowered, whenever it shall be, in the judgment of the President and Directors thereof, expedient, in lieu of bridges to substitute boats, properly fitted for the transportation of persons, wagons, and carriages, of every description, across the canal, wherever a public or private road shall render a bridge or ferry necessary, and such road cannot be conveniently conducted under the canal.

Be it further enacted, That the said President and Directors, acting in behalf of the said Company, and with the consent and approbation thereof, expressed at some general meeting thereof, in which a majority in interest of the stock of the company is represented, may sell, let, or otherwise dispose of, any surplus water in any part of the said canal, or of any feeder or reservoir thereof, if they shall be of opinion that no injury will result therefrom to the navigation of the canal.

Be it further enacted, That wherever it may be necessary to form heavy embankments, piers, or moles, at the mouths of creeks, or along the river shore, for basins and other purposes, and the President and Directors may deem it expedient to give a greater strength to the same, by widening them and constructing them of the most solid materials, the ground so formed for such useful purpose, may by them, when so improved, be sold out or let for terms of years, as they may deem most expedient for the company, on such conditions as may direct the application of the proceeds thereof to useful purposes; and at the same time repay the necessary expense of the formation of such embankments, piers, or moles: Provided, That this power shall in no case be exercised so as to injure the navigation of the canal.

This act shall be in force, so far as relates to the eastern section of the canal, on its receiving the assent of the Legislature of Maryland, and of the Congress of the United States, and shall be valid as relates to both sections, on its receiving the farther assent of the Legislature of Pennsylvania.