

In testimony whereof, I have subscribed my name, and caused the great seal of the State to be affixed hereunto.

Done at the city of Richmond, the first day of March in the year of our Lord one thousand eight hundred and thirty, and of the Commonwealth the fifty fourth.

WM. B. GILES.

---

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, waggons and carriages, of every description, across the Canal, whenever 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 said company is represented, may sell, lett, 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,