

exceed the sum of five thousand dollars, and only of such officers of the army and navy and of the pay department in whose accounts there is no apparent fraud against the United States: *And provided further*, That this act shall remain in force for two years from and after its passage and no longer.

Act to be in force two years.

APPROVED, June 23, 1870.

CHAP. CLXIV. — *An Act to pay loyal Citizens in the States lately in Rebellion for Services in taking the United States Census of eighteen hundred and sixty.* June 24, 1870.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the claims of loyal citizens in the States of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Texas, and Virginia, for services rendered as United States marshals and their assistants in taking the eighth census in the year eighteen hundred and sixty, may be paid out of any unexpended balance of any moneys hitherto appropriated for the payment of United States marshals and their assistants for services rendered in taking the eighth census in the year eighteen hundred and sixty: *Provided*, That no money shall be paid on account of any such claim until proof, satisfactory to the Secretary of the Interior, of the loyalty to the United States throughout the late rebellion of the person by whom said service is alleged to have been performed, shall have been furnished, among which proofs shall be the oath of the person alleged to have performed the said service, if such person be living: *Provided*, That satisfactory evidence shall be submitted to the proper accounting officers that the claimants under this act have never received compensation for their services from any source whatever.

Claims of loyal citizens in the States lately in rebellion for services in taking the census of 1860, to be paid.

See Post, p. 314.

Provisos.

APPROVED, June 24, 1870.

CHAP. CLXV. — *An Act to amend an Act incorporating the National Junction Railway Company.* June 28, 1870.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the second section of "An act to incorporate the National Junction Railroad Company," approved March twenty-ninth, eighteen hundred and sixty-nine, be so amended that the said corporation be, and is hereby, authorized and empowered to survey, locate, lay out, construct, collect tolls upon, maintain, and enjoy a railroad line, with appurtenances and machinery necessary for one or more tracks, within the District of Columbia, either upon the route specified in said section, or in the following manner, to wit: Commencing at the northern terminus of the Aqueduct bridge, in the city of Georgetown; thence in an easterly or northeasterly direction, by the most feasible route, to Rock Creek; thence along said creek, or parallel thereto, to its junction with the Potomac river; thence along said river bank, or parallel thereto, to the foot of Twenty-sixth Street of Washington city; thence on the south side of the Chesapeake and Ohio canal, to its terminus; thence by the most direct and eligible route, southerly of and avoiding the public grounds, to the intersection of Virginia Avenue and South Capitol Street, conforming to the grade of such streets and avenues as the road may pass over; thence to the eastern branch of the Potomac river, at or near the navy yard, at a point to be indicated by the Secretary of the Navy. Together with a branch road from the main line, commencing at the intersection of Virginia and Delaware avenues; thence to a point on First Street east, on city grade; thence under said street, by an underground excavation or tunnel, to a junction of the Metropolitan and Washington branch of the Baltimore and Ohio railroads. Also the privilege of location and construction of an union depot on the main line of said road; the power to condemn ground for the location of the same, granted in the

1869, ch. 5. Ante, p. 3.

Location of road of National Junction Railway Company changed.

Union depot.

Depot at Georgetown.
Bridges across the Chesapeake and Ohio canal, &c. how to be constructed.

seventh section of said act, being hereby restricted to two acres in area. Also a depot at some convenient point in Georgetown near the Aqueduct.

SEC. 2. *And be it further enacted*, That whenever the said railroad shall cross the Chesapeake and Ohio canal, or the Washington canal, or branches or connections of either of them, such bridges shall be constructed by said railroad company so as not to impede or obstruct the navigation of said canals or either of their branches.

Right of way to coincide with grades of railroads, &c.

SEC. 3. *And be it further enacted*, That the right of way hereby granted shall be so located as to coincide with the grade of any railroad to which the right of way has heretofore been granted.

APPROVED, June 28, 1870.

June 28, 1870. CHAP. CLXVI. — *An Act declaring the Bridge between Philadelphia and Camden a Post-Route.*

Bridge authorized across the Delaware between Philadelphia and Camden declared a post-route. 1870, ch. 46. Ante, pp. 81, 82.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the bridge authorized to be constructed by "An act giving the consent of the United States to the erection of a bridge across the Delaware river, between Philadelphia and Camden," approved April sixth, eighteen hundred and seventy, when erected, shall be, and is hereby, declared to be a post-route.

APPROVED, June 28, 1870.

June 28, 1870. CHAP. CLXVII. — *An Act making the first Day of January, the twenty-fifth Day of December, the fourth Day of July, and Thanksgiving Day, Holidays, within the District of Columbia.*

Certain holidays established in the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following days, to wit: The first day of January, commonly called New Year's day, the fourth day of July, the twenty-fifth day of December, commonly called Christmas day, and any day appointed or recommended by the President of the United States as a day of public fast or thanksgiving, shall be holidays within the District of Columbia, and shall, for all purposes of presenting for payment or acceptance for the maturity and protest, and giving notice of the dishonor of bills of exchange, bank checks and promissory notes or other negotiable or commercial paper, be treated and considered as is the first day of the week, commonly called Sunday, and all notes, drafts, checks, or other commercial or negotiable paper falling due or maturing on either of said holidays shall be deemed as having matured on the day previous.

APPROVED, June 28, 1870.

June 29, 1870. CHAP. CLXVIII. — *An Act to incorporate the National Bolivian Navigation Company.*

National Bolivian Navigation Company incorporated. Powers, &c.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That George E. Church, William H. Reynolds, Jerome B. Chaffee, S. L. M. Barlow, James S. Mackie, Charles A. Lambard, and George F. Wilson, and such other persons as may be associated with them and their successors, are created a body politic and corporate by the name, style, and title of the National Bolivian Navigation Company, and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal. And the said corporation shall have power to own, sell, build, purchase, mortgage, and charter steam and other vessels, and employ the same in navigation between the United States and the ports of South America, or upon the rivers and navigable waters of Bolivia and Brazil, and may hold such real and personal property of every kind as may be necessary or useful

Real estate, &c.