

*Chap.384* AN ACT IN RELATION TO RETURNING THE NAMES OF CONSTABLES  
TO CLERKS OF COURTS.

*Be it enacted, etc., as follows :*

Names of con-  
stables to be  
returned to  
clerks of the  
courts.

The clerks of cities and towns, except within the county of Suffolk, shall, within seven days after the appointment or election of constables and their qualification by giving bonds as provided by section one hundred and thirteen or by section one hundred and fourteen of chapter twenty-seven of the Public Statutes, return to the clerks of the courts of their respective counties the names of constables so appointed or elected and qualified.

*Approved May 28, 1889.*

*Chap.385* AN ACT TO AUTHORIZE THE AMERICAN BELL TELEPHONE COMPANY  
TO INCREASE ITS CAPITAL STOCK.

*Be it enacted, etc., as follows :*

Capital stock  
not to exceed  
\$20,000,000.

SECTION 1. The American Bell Telephone Company is hereby authorized to increase its capital stock, in the manner provided by law, at such times and in such amounts as it may from time to time determine, provided the whole amount of the capital stock of said American Bell Telephone Company shall not exceed twenty million dollars.

SECTION 2. This act shall take effect upon its passage.

*Approved May 29, 1889.*

*Chap.386* AN ACT TO AUTHORIZE THE HARTFORD AND CONNECTICUT WEST-  
ERN RAILROAD COMPANY TO EXTEND ITS ROAD.

*Be it enacted, etc., as follows :*

May extend its  
road into the  
state of Massa-  
chusetts.

SECTION 1. The Hartford and Connecticut Western Railroad Company, a corporation duly established in accordance with the laws of the state of Connecticut, is authorized to locate, build and operate a railroad with one or more tracks from a point on the dividing line between the Commonwealth of Massachusetts and the state of Connecticut, in the towns of Agawam or Southwick, in Hampden county, northeasterly through either or both of said towns and West Springfield and across the Connecticut river into the city of Springfield; and by lease or otherwise to acquire the line or property and franchises of any railroad or railroads lying upon or along said route; also to acquire land for the construction or maintenance of said railroad and for terminal facilities, in the manner pro-