

SEC. 2. **Recorded.** It shall be the duty of the judges of the said April election, to cause the result of the vote taken upon the change of name as directed in the foregoing section, to be recorded in the recorder's office in the county of Clayton.

SEC. 3. **Take effect.** This act shall take effect, from and after its publication, in the Du Buque newspapers providing that no expense for the printing of said law, shall be incurred by the state of Iowa.

Approved January 9 1851.

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[25] CHAPTER 6.

JOHN WILLIAM BRANZON.

AN ACT to change the name of John William Branzon to William Allen Lett.

*Be it enacted by the General Assembly of the State of Iowa:*

SECTION 1. **Name changed.** That the name of John William Branzon of the county of Delaware, be and the same is hereby changed, to William Allen Lett, and that he shall hereafter, be known and called by the name of William Allen Lett, which shall be his lawful name: provided such change shall not impair any of his legal rights.

SEC. 2. **Take effect.** This act shall take effect and be in force from and after its passage.

Approved January 9, 1851.

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CHAPTER 7.

RAIL-ROAD COMPANY.

AN ACT for the relief of the Rock Island and Lasalle rail road company.

*Be it enacted by the General Assembly of the State of Iowa:*

SECTION 1. **Depot.** That the Rock Island and Lasalle rail road company, in the state of Illinois, are hereby authorized to build a depot in the town of Davenport, at such place and under such regulations as the authorities of said town may authorize; and to carry freight and passengers to and from said depot across the Mississippi river between Rock Island and Davenport.

SEC. 2. **Western company may purchase.** That when a rail road shall be built, by any rail road company from Davenport towards the western part of this state, said company have the right to purchase said depot in the town of Davenport, and carry freight and passengers in pursuance of the first section of this [26] act, by paying to said company the original cost for said depot, and ten per cent interest thereon, from time of its completion.

Approved January 14th, 1851.