

Proviso.
Exception.

July twenty-eighth, eighteen hundred and ninety-two, and said pier shall not be subject to be leased by the Secretary of War: *Provided*, That nothing herein contained shall be so construed as to abrogate the permit already granted by the Secretary of War to the Western Seamen's Friend Society for the use of a part of the said pier.

Approved, August 23, 1894.

August 23, 1894.

CHAP. 316.—An Act To amend section forty-eight hundred and thirty-three, Revised Statutes, and for other purposes.

National Home for
Volunteer Soldiers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-eight hundred and thirty-three of the Revised Statutes of the United States be, and the same hereby is, amended to read as follows:

Outdoor relief.
R. S., sec. 4833, p.
937, amended.

“SEC. 4833. The Managers of the National Home for Disabled Volunteer Soldiers are authorized to aid persons who are entitled to its benefits by outdoor relief, in such manner and to such extent as they may deem proper, but such relief shall not exceed the average cost of maintaining an inmate of the Home: *Provided*, That in the event that buildings at any Branch of the Home shall be destroyed by fire or rendered unfit for habitation because of pestilence or by the elements, then and in that event the Board of Managers shall have authority to remove the members of said Branch so afflicted or destroyed to any other Branch not so affected, and to do this, they may use any funds appropriated for the Home, notwithstanding they may have been specifically appropriated for other purposes, to the extent that such funds shall be necessary to effect such a transfer and the maintenance and support thereafter of said members so transferred, and shall report their doings therein to the Congress and their expenditures as in other cases of expenditures: *Provided further*, That the appropriations for any fiscal year shall not be exceeded.”

Proviso.
Use of funds to
transfer inmates, in
case of fire, etc.

Limit.

SEC. 2. That this Act shall take effect from and after its passage.

Approved, August 23, 1894.

August 23, 1894.

CHAP. 317.—An Act To amend an Act entitled “An Act to incorporate the Washington and Great Falls Electric Railway.”

Washington and
Great Falls Electric
Railway Company, D.
C.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act of Congress entitled “An Act to incorporate the Washington and Great Falls Electric Railway Company,” approved July twenty-ninth, anno Domini eighteen hundred and ninety-two, be, and the same is hereby, amended by striking out all that part of the first section of said Act commencing with the word “beginning,” in line seventeen, and ending with the words “is to run,” in line forty-nine, and inserting in lieu thereof the following:

Charter amended.
Vol. 27, p. 326.

Location and con-
struction changed.

Beginning at a passenger station to be erected and maintained on the square bounded by Prospect, Thirty-fifth, M, and Thirty-sixth streets, northwest, as hereinafter provided for; thence westerly along Prospect street to or near Thirty-eighth street northwest; thence westerly and northerly on land to be acquired, except at street crossings, by said company to and across the Foxhall road; thence

Crossings.
Vol. 27, p. 329.
Inspection regula-
tions, etc.

At the end of Section one add: Every car shall be brought to a full stop before crossing the Foxhall road. It shall be the duty of the Commissioners of the District of Columbia to inspect, or to cause to be inspected, from time to time, the cars operated on said road, and to require of the said company that all cars and stations shall be of the first class, and shall be maintained in good condition, and that cars shall be run according to schedules which shall accommodate the public; the

said Commissioners shall also have the power to make such regulations as to the rate of speed, the use of tracks, the removal of ice and snow from off the tracks, as the public interests may require; failure to comply with any such requirement or regulation, or failure to stop cars before crossing the Foxhall road, shall subject the company to a fine of fifty dollars for each such failure, which fine may be recovered in any court of competent jurisdiction.

Penalties.

SEC. 2. That section six of said charter be, and the same is hereby, repealed: *Provided, however,* That the said road shall be completed to the boundary of the District of Columbia and have cars running thereon regularly for the accommodation of the public within twelve months and to Cabin John Creek within eighteen months after the passage of this Act; otherwise this Act shall be null and void.

Time extended for construction.
Proviso.
Completion.
Vol. 27, p. 333.

SEC. 3. That in order to accommodate the street railway traffic that may converge at or near the Aqueduct bridge, under authority granted or to be granted by Congress, a passenger station is hereby authorized. Such station shall have ample provision for the safe, convenient, and comfortable transfer of passengers to and from the cars of the street railways using the same. All plans for such station and its necessary approaches shall be subject to the written approval of the Commissioners of the District of Columbia. The said Commissioners shall have the power to settle any differences which may arise between the companies using the said station as to compensation or rentals or as to the necessary regulations for the control of said station. The said passenger station shall be constructed and maintained as a union passenger station, for the use of street railways only, by the Washington and Georgetown Railway Company. Said station shall be located on land already owned or hereafter to be acquired by the aforesaid company, which land shall be bounded on the north by Prospect street, on the east by a line drawn not less than one hundred and twenty feet west of the west line of Thirty-fifth street, on the south by M street, and on the west by Thirty-sixth street northwest. Within one year from the approval of this Act the said Washington and Georgetown Railway Company shall complete the said station and shall extend its tracks on M street northwest to a point not less than one hundred and twenty feet west of Thirty-fifth street, and thence into said station; and thereafter the said company shall cease entirely to switch cars on M street northwest.

Passenger station at Aqueduct bridge.

Plans, etc.

SEC. 4. That the street railway companies mentioned in this Act, and hereafter all street railway companies in the District of Columbia, respectively, shall bear all the expenses that may be incurred by the United States in making and inspecting such changes to the water mains, fixtures, or apparatus of the Washington Aqueduct as may be rendered necessary by the construction or extension of such several roads; and the Secretary of War is hereby authorized and directed to make all regulations to carry into effect the provisions of this section.

Washington and Georgetown Railway to build.

Extension of Washington and Georgetown tracks.

Switching to cease on M street.

Expense of changes, water mains, etc.

SEC. 5. That the Act to amend the charter of the Eckington and Soldiers' Home Railway Company, approved July fifth, eighteen hundred and ninety-two, is hereby amended by striking out in Section one, beginning in line six with the words, "Beginning at the intersection of" to and including the words "point of beginning" in line twenty-nine, and inserting in place thereof the following:

Eckington and Soldiers' Home Railway Company.

Extension of route changed.
Vol. 27, p. 65.

Beginning at the intersection of Fifth and G streets northwest, east along G street to New Jersey avenue and First street; thence south along First street northwest to C street northwest; thence east along C street (around the south side of Stanton Square by single track) to Fifteenth street northeast; thence north on Fifteenth street to D street northeast; thence west on D street to Fourth street northeast; thence south on Fourth street to C street northeast; thence west on C street to New Jersey avenue; thence north on New Jersey avenue to D street northwest; thence west on D street to First street, and to the point of beginning; also beginning at the intersection of G street northwest and New Jersey avenue, thence across New Jersey avenue to and along

Extension to Fifteenth and D streets northeast, etc.

G street to North Capitol street, thence north on North Capitol street to New York avenue, connecting with the main line and the North Capitol street branch; also beginning at the intersection of G and Fifth streets northwest; thence south on Fifth street to Louisiana avenue, thence along Louisiana avenue to Sixth street west; thence south along Sixth street to B street northwest; thence west on B street (over its own tracks for such a distance as the Commissioners of the District of Columbia shall determine) to a point to be located by the said District Commissioners near the east curb line of Seventh street northwest, and returning by the same route to Fifth street northwest.

Increase of capital.

Also by inserting in Section two after the word "hundred" the words, "and fifty."

Completion.
Vol. 27, pp. 66, 445.

Also by inserting in Section three, as amended, after the words "two years" the words, "and three months."

Amendment, etc.

SEC. 6. That Congress reserves the right at any time to alter, amend, or repeal this Act.

Approved, August 23, 1894.

August 23, 1894.

CHAP. 318.—An Act To authorize the Washington Alexandria and Mount Vernon Electric Railway Company to extend its line of road into and within the District of Columbia, and for other purposes.

Washington, Alexandria and Mount Vernon Electric Railway Company may lay tracks, etc., D. C.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Washington, Alexandria and Mount Vernon Electric Railway Company, a body incorporated under the laws of the State of Virginia, be, and is hereby, authorized to construct and lay down a double-track street railway, except as hereinafter provided, with the necessary switches, turn-outs, and other mechanical devices, the number and location of which shall be approved by the Commissioners of the District of Columbia, said street railway to be constructed and laid down through and along the following routes:

Location.

Commencing on B street, between Seventh and Eighth streets northwest, at a point to be designated by the Commissioners of the District of Columbia, thence westward along B street to Thirteen-and-a-half street, thence northward on Thirteen-and-a-half street to E street by single track, thence westward on E street to Fourteenth street on a single track, thence southward on Fourteenth street using the tracks of the Belt Line Street Railway, to the Potomac River, thence across the Potomac River by a suitable ferry or transfer barge to the Virginia shore, with the privilege of a double track on B street from Thirteen-and-a-half street, connecting with the Belt Line Street Railway tracks at Fourteenth street.

Crossing tracks.

And said company is authorized to construct its road across the tracks of the Pennsylvania Railroad at or near the long bridge, under such regulations as may be prescribed by the Commissioners of the District of Columbia.

Ferry slip.

And the said Washington, Alexandria and Mount Vernon Electric Railway Company is hereby authorized and empowered to construct and maintain, after acquiring title to the same, at the foot of Fourteenth street, a necessary landing and slip for the operation of a ferryboat or transfer steamer, said landing and slip to be constructed on plans approved by the Secretary of War, and for the purpose of connection to use an overhead wire for a distance of not exceeding four hundred feet, commencing at the extreme southern end of the slip.

Overhead wire.

Steam transfer boat.

And said company is also authorized and empowered to construct, maintain, and operate, subject to the supervision of the Commissioners of the District of Columbia, a double-end steamboat or transfer barge for the transfer of its cars, with all the modern improvements for the safety and protection of its passengers: *Provided*, That the said company be authorized to condemn for its use for said landing and slip, as

Proriso.
Condemnation of land.