

operation of those portions of the road already built. The said company shall also construct and maintain a branch line, beginning at a point, to be located by the Commissioners of the District of Columbia, west of the Baltimore and Ohio Railroad track on Fifth street in Takoma Park; thence along Fifth street to Umatilla street; thence west along Umatilla street to and across Piney Branch road, and thence to Brightwood avenue by such route as the Commissioners of the District of Columbia shall approve. Said branch line shall be operated by the overhead trolley system; and when the company lays its double track from Brightwood to Takoma Park said tracks shall be laid on one side of the said road; the cars used shall be first-class in every respect, and the schedule of the running of cars shall be subject to the approval of the District Commissioners, but cars shall be run as often as one every fifteen minutes between the hours of five o'clock ante meridian and twelve o'clock midnight. Work on the said branch road shall be begun within two months and completed, with cars running thereon, within one year from the date of the approval of this act.

Branch line.

Commencement and completion.

“SEC. 3. That in the event that the company should not be able to come to an agreement with the owner or owners of any land through which the said road may be located to pass, or upon which any necessary buildings may be required to be located, proceedings for the condemnation for the use of the company of so much of said land as may be required, not exceeding one hundred feet in width, for its roadway, and of so much as may be necessary for buildings, and so forth, may be instituted in the usual way in the supreme court of the District of Columbia, under such rules and regulations as said court may prescribe for such purposes.

Condemnation proceedings for right of way, etc.

“SEC. 4. That any failure to comply with any of the provisions of this act shall work a forfeiture of the original charter of the said Brightwood Railway Company. All acts or parts of acts inconsistent with the provisions of this act are hereby repealed.

Forfeiture on failure to comply.

“SEC. 5. That Congress reserves the right to alter, amend, or repeal this act.”

Amendment, etc.

Approved, July 26, 1892.

**CHAP. 253.**—An act to amend “An act to authorize the construction of a bridge across the Tennessee River at or near Knoxville, Tennessee,” approved August ninth, eighteen hundred and eighty-eight.

July 26, 1892.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the time for the commencement of the bridge authorized by an act entitled “An act to authorize the construction of a bridge across the Tennessee River at or near Knoxville, Tennessee,” approved August the ninth, eighteen hundred and eighty-eight, be, and the same is hereby, extended one year from this passage of this act, and that the time for the completion of said bridge be extended three years from the same date.

Bridge across Tennessee River at Knoxville, Tenn. Vol. 25, p. 305.

Time for construction extended.

Approved, July 26, 1892.

**CHAP. 254.**—An act to authorize and direct the Secretary of the Treasury to pay over certain moneys to the State of South Carolina, as prescribed by the act of August thirtieth, eighteen hundred and ninety, entitled “An act to apply a portion of the proceeds of the public lands to the more complete endowment and support of the colleges for the benefit of agriculture and the mechanic arts established under the provisions of an act of Congress approved July second, eighteen hundred and sixty-two.”

July 26, 1892.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he is hereby, authorized and directed, notwithstanding the adverse report of the Secretary of the Interior, to pay over to the

South Carolina. To be paid allotment for agricultural colleges.