

August 1, 1892.

**CHAP. 351.**—An act to amend an act entitled "An act amending the pension law so as to remove the disability of those who, having participated in the rebellion, have since its termination enlisted in the Army of the United States, and become disabled," approved March third, eighteen hundred and seventy-seven.

Pensions.  
Vol. 19, p. 403.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the act entitled "An act amending the pension law so as to remove the disability of those who, having participated in the rebellion, have since its termination enlisted in the Army of the United States, and become disabled." approved March third, eighteen hundred and seventy-seven, be, and the same is hereby, amended so as to read as follows:

Law prohibiting pensions to persons aiding rebellion modified.

R. S., sec. 4716, p. 919.

Navy added.

"That the law prohibiting the payment of any money on account of pensions to any person, or to the widow, children, or heirs of any deceased person who, in any manner, engaged in or aided or abetted the late rebellion against the authority of the United States, shall not be construed to apply to such persons as afterward voluntarily enlisted in either the Navy or Army of the United States, and who, while in such service, incurred disability from a wound or injury received or disease contracted in the line of duty."

Approved, August 1, 1892.

August 1, 1892.

**CHAP. 352.**—An act relating to the limitation of the hours of daily service of laborers and mechanics employed upon the public works of the United States and of the District of Columbia.

Hours of labor. Limited to eight hours for laborers and mechanics on Government work.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the service and employment of all laborers and mechanics who are now or may hereafter be employed by the Government of the United States, by the District of Columbia, or by any contractor or subcontractor upon any of the public works of the United States or of the said District of Columbia, is hereby limited and restricted to eight hours in any one calendar day, and it shall be unlawful for any officer of the United States Government or of the District of Columbia or any such contractor or subcontractor whose duty it shall be to employ, direct, or control the services of such laborers or mechanics to require or permit any such laborer or mechanic to work more than eight hours in any calendar day except in case of extraordinary emergency.

Penalty for violation by officer or contractor.

**SEC. 2.** That any officer or agent of the Government of the United States or of the District of Columbia, or any contractor or subcontractor whose duty it shall be to employ, direct, or control any laborer or mechanic employed upon any of the public works of the United States or of the District of Columbia who shall intentionally violate any provision of this act, shall be deemed guilty of a misdemeanor, and for each and every such offense shall upon conviction be punished by a fine not to exceed one thousand dollars or by imprisonment for not more than six months, or by both such fine and imprisonment, in the discretion of the court having jurisdiction thereof.

Present contracts not affected.

**SEC. 3.** The provisions of this act shall not be so construed as to in any manner apply to or affect contractors or subcontractors, or to limit the hours of daily service of laborers or mechanics engaged upon the public works of the United States or of the District of Columbia for which contracts have been entered into prior to the passage of this act.

Approved, August 1, 1892.

**CHAP. 353.**—An act to incorporate the Maryland and Washington Railway Company.

August 1, 1892.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Abram P. Fardon, J. Henry Small, junior, Wright Rives, Redford W. Walker, Louis D. Wine, John O. Johnson, Charles A. Wells, Joseph A. Blundon, A. O. Bliss, Edwin A. Newman, Van H. Manning, Wallace A. Bartlett, Ellis Speare, Benjamin D. Stephen, D. M. Nesbit, P. A. Scaggs, Francis H. Smith, W. Clarence Duvall, Filmore Beall, and their associates, successors, and assigns are hereby created a body corporate by the name, style, and title of the "Maryland and Washington Railway 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 said corporation is hereby authorized to construct and lay down a single or double track railway, and if it should construct and lay down a single-track railway with the right subsequently to change the same to a double-track railway, as may be approved by the Commissioners of the District of Columbia, with the necessary switches, turn-outs, and other mechanical devices, through and along the following routes, to wit: Beginning at the point where Rhode Island avenue of the city of Washington if extended in its present course would intersect Fourth street northeast, as extended due north, and running thence with and along said Rhode Island avenue as thus extended, or adjacent thereto, to a point at or near the point of intersection of said Rhode Island avenue with the northeast boundary line of the District of Columbia: *Provided*, That all of the routes herein mentioned shall be subject to the approval of the Commissioners of the District of Columbia: *Provided further*, That whenever the lines of the said company shall cross any steam railway they shall cross by an overhead bridge or beneath the tracks of said railway, as may be approved by the Commissioners of the District of Columbia.

Maryland and Washington Railway Company incorporated. Incorporators.

May construct railway.

Location.

*Proviso.* Approval of route.

Steam railway crossings.

**SEC. 2.** That said company may run public carriages propelled by cable, electric, or other mechanical power, subject to the approval of the said Commissioners, but nothing in this act shall allow the use of steam power in locomotives: *Provided further*, That for the purpose of making a continuous connection the said company shall have the right to cross all streets, avenues, and highways that may be necessary for the purpose.

Motive power.

*Proviso.* Street crossings.

**SEC. 3.** That said company shall receive a rate of fare not exceeding five cents per passenger for any continuous ride over its line within the District of Columbia; and the said company may make arrangements with all existing railway companies in the District of Columbia, for the interchange of tickets in payment of fare on its road: *Provided*, That six tickets shall be sold for twenty-five cents within the District limits.

Fare.

*Proviso.* Tickets.

**SEC. 4.** That said company shall, on or before the fifteenth of January of each year, make a report to Congress, through the Commissioners of the District of Columbia, of the names of all the stockholders therein, the amount of stock held by each, and the amount paid thereon, together with a detailed statement of the receipts and expenditures, from whatever source and on whatever account, for the preceding year ending December the thirty-first, and such other facts as may be required by any general law of the District of Columbia, which report shall be verified by affidavit of the president and secretary of said company, and, if said report is not made at the time specified, or within ten days thereafter, such failure shall of itself operate as a forfeiture of this charter, and it shall be the duty of the Commissioners to cause to be instituted proper judicial proceedings therefor; and said company shall pay to the District of Columbia, in lieu of personal taxes upon personal property, including cars and motive power, each year, four per centum

Annual report to Congress.

Failure to forfeit charter.

Payment in lieu of taxes.