

within the reservation shall be subject to such restrictions as the Secretary of War may prescribe to protect the interests of the United States and for the maintenance of good order and discipline on said military reservation.

Approved, May 29, 1908.

CHAP. 222.—An Act To amend an Act to authorize the Baltimore and Washington Transit Company, of Maryland, to enter the District of Columbia, approved June eighth, eighteen hundred and ninety-six.

May 29, 1908.
[S. 3405.]

[Public, No. 162.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Baltimore and Washington Transit Company, of Maryland, a corporation created by the laws of the State of Maryland, and authorized by Act of Congress to extend its line into the District of Columbia by an Act approved June eighth, eighteen hundred and ninety-six, be, and is hereby, authorized and required to further extend its line of street railway within the District of Columbia over, along, and upon the following-described route: Beginning where Third street northwest (as said street is designated on the map of the first section of the highway extension plan of said District) intersects the present line of the railway of said transit company; thence south on said Third street to Kennedy street; thence west on said Kennedy street to Colorado avenue; thence southwesterly along said Colorado avenue to the intersection of Fourteenth street northwest: *Provided,* That said company shall not construct its said railway over, along, or upon any portion of the aforementioned route which is not now a public highway of the District of Columbia until it shall have obtained, by dedication or condemnation, title to a right of way not less than thirty feet in width along such portion of said route as is not now a public highway; and before it shall have authority to lay tracks in said right of way it shall dedicate the same to the District of Columbia as a public highway.

District of Columbia.
Baltimore and
Washington Transit
Company may extend
line within.
Vol. 29, p. 264.

Route specified.

Proviso.
Right of way obtained by condemnation, etc., dedicated as public highway.

May construct street
railway, etc.

Provisos.
Restrictions on electric system.

Vol. 29, p. 264, repealed.

Construction, etc., requirements.

SEC. 2. That the said transit company shall be empowered to construct, maintain, equip, and operate a single or double track street railway over said line, with all necessary buildings, switches, machinery, appliances, appurtenances, and other devices necessary to operate the same by electricity, compressed air, storage battery, or other motive power, to be approved by the Commissioners of said District: *Provided,* That if electric power propulsion is used upon said extension or on any other portion of the line or lines of said company no portion of the electrical circuit shall be through the earth, but a return circuit of proper capacity and located similarly to the feed-wire circuit shall be provided for the electrical current, and that wherever the trolley system is used each car shall be provided with a double trolley, and that no earth connection shall be made with any dynamo furnishing power for the road. That section four of the Act entitled "An Act to authorize the Baltimore and Washington Transit Company, of Maryland, to enter the District of Columbia," approved June eighth, eighteen hundred and ninety-six, be, and the same is hereby, repealed: *Provided, however,* That said railway shall be constructed of good material, with rails of approved pattern, and in a neat and substantial manner, subject to the supervision and approval of the Commissioners of the District of Columbia; the standard gauge to be used and the surfaces of the tracks to conform to the grades of the streets established by the Commissioners of the District of Columbia, and where the tracks lie within the streets of the District of Columbia the same to be paved between the rails and two feet outside thereof with such material and in such manner as shall be approved by the said Commissioners, and kept in repair by the said railway company.

Repairs.

Deposit.	SEC. 3. That within sixty days from the approval of this Act the company shall deposit one thousand dollars with the collector of taxes of the District of Columbia to guarantee the construction of its railway within the prescribed time. If this sum is not so deposited, this charter shall be void. If the sum is so deposited and the road is not in operation as herein prescribed, said one thousand dollars shall be forfeited to the District of Columbia and this charter shall be void.
Forfeiture.	
Penalty.	SEC. 4. That failure or neglect to comply with any of the provisions of this Act, except as hereinbefore provided for, shall render the said corporation liable to a fine of twenty-five dollars for each and every day during which such failure or neglect shall continue, which penalty may be recovered in the name of the District of Columbia by the Commissioners of the said District in any court of competent jurisdiction: <i>Provided, however,</i> That unless the line of the said railway shall be completed, with cars running regularly thereon for the accommodation of passengers, within two years from the date of the passage of this Act this charter shall be null and void.
<i>Proviso.</i> Time of completion, etc.	
Fare.	SEC. 5. That the said company, in conjunction with the Capital Traction Company, may receive a rate of fare not exceeding five cents for each passenger for one continuous ride over the route aforesaid and the route of the said Capital Traction Company within the District of Columbia, or any part thereof, and shall sell tickets at the rate of six for twenty-five cents.
Limitations, etc., of act, June 8, 1896, not affected.	SEC. 6. That all the powers, rights, duties, and limitations imposed by the Act of Congress authorizing said Baltimore and Washington Transit Company to enter the District of Columbia, approved June eighth, eighteen hundred and ninety-six, shall be applicable to the extension of the line of said company as proposed herein except as said Act may be amended by the provisions hereof, it being the intent that said original Act shall be applied to this extension in the same manner as if said extension had been included in the original Act.
Exceptions.	
Regulations.	SEC. 7. That the privileges herein granted are granted on the express condition that cars shall be run under such rules as may from time to time be made by the District Commissioners, and any violation of which shall be a misdemeanor, and for any such violation said corporation shall be liable to a fine of not less than fifty dollars and not to exceed two hundred dollars.
Penalty for viola- tion.	
Amendment.	SEC. 8. That Congress reserves the right to alter, amend, or repeal this Act.

Approved, May 29, 1908.

May 30, 1908.
[S. 642.]

CHAP. 223.—An Act To establish an assay office at Salt Lake City, State of Utah.

[Public, No. 163.]
Salt Lake City, Utah.
Assay office estab-
lished at.
Vol. 17, p. 424.

R. S., sec. 3495, p.
693, amended.

Officers.

Rent.

Appropriation.

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 is hereby authorized and required to establish an assay office of the United States at Salt Lake City, in the State of Utah; said assay office to be conducted under the provisions of the Act entitled "An Act revising and amending the laws relating to the mints and assay offices and the coinage of the United States," approved February twelfth, eighteen hundred and seventy-three; that the officers of the assay office shall be an assayer in charge, at a salary of two thousand five hundred dollars per annum, who shall also perform the duties of melter; chief clerk, at a salary of one thousand five hundred dollars per annum; and the Secretary of the Treasury is hereby authorized to rent a suitable building for the use of said assay office, and there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of twenty thousand dollars for salary of assayer in charge, chief clerk, and wages of workmen, rent, and contingent expenses.

Approved, May 30, 1908.