

CHAP. 46.—An Act To authorize the construction, maintenance, and operation of a bridge across the Saint Francis River near Parkin, Arkansas.

February 19, 1910.
[H. R. 18807.]

[Public, No. 52.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis, Iron Mountain and Southern Railway Company, a corporation organized and existing under the laws of the States of Missouri and Arkansas, is hereby authorized to construct, maintain, and operate a railroad bridge and approaches thereto across the Saint Francis River at a point suitable to the interests of navigation near Parkin, Arkansas, or to reconstruct, maintain, and operate the present bridge of said company across the said river in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Saint Francis River,
ARK.
Saint Louis, Iron
Mountain and South-
ern Railway Company
may bridge, at Parkin.

Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 19, 1910.

CHAP. 47.—An Act To authorize the construction, maintenance, and operation of a bridge across the White River, at Augusta, Arkansas.

February 19, 1910.
[H. R. 18808.]

[Public, No. 53.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis, Iron Mountain and Southern Railway Company, a corporation organized and existing under the laws of the States of Missouri and Arkansas, is hereby authorized to construct, maintain, and operate a railroad bridge and approaches thereto across the White River, at a point suitable to the interests of navigation, at Augusta, Arkansas, or to reconstruct, maintain, and operate the present bridge of said company across the said river in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

White River, Ark.
Saint Louis, Iron
Mountain and South-
ern Railway Company
may bridge, at Au-
gusta.

Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 19, 1910.

CHAP. 50.—An Act To provide for the removal of present grade crossing, and construction of a new grade crossing on the line of Q street northeast, District of Columbia.

February 21, 1910.
[H. R. 11989.]

[Public, No. 54.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That within thirty days after the passage of this Act the Baltimore and Ohio Railroad Company and the Philadelphia, Baltimore and Washington Railroad Company be, and they are hereby, directed and required to remove the present grade crossing over their tracks between P and Q streets northeast, in the District of Columbia, and to construct a grade crossing over said tracks on the line of Q street northeast; all work within the limits of the rights of way of said railroad companies to be done by them at their own cost and expense and all necessary work outside of said rights of way to be done by the District of Columbia.

District of Columbia.
Change of grade
crossing, Q street
northeast.

Payment of expense.

Approved, February 21, 1910.

CHAP. 51.—An Act To authorize the extension of Park place northwest.

February 21, 1910.
[H. R. 16324.]

[Public, No. 55.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, under and in accordance with the provisions of subchapter one of chapter fifteen of the Code of

District of Columbia.
Park place north-
west.

Condemning land for extending: Vol. 34, p. 151.

Proviso. Damages, etc., assessed as benefits.

Appropriation for expenses, etc.

Payment of awards.

Law for the District of Columbia, within ninety days after the passage of this Act, the Commissioners of the District of Columbia be, and they are hereby, authorized and directed to institute in the supreme court of the District of Columbia a proceeding in rem to condemn the land that may be necessary for the extension of Park place along the west line of the Soldiers' Home lands, with a width of forty feet: *Provided, however,* That the entire amount found to be due and awarded by the jury in said proceeding as damages for, and in respect of, the land to be condemned for said extension, including the costs and expenses of the proceeding hereunder, shall be assessed by the jury as benefits.

SEC. 2. That there is hereby appropriated, out of the revenues of the District of Columbia, an amount sufficient to pay the necessary costs and expenses of the condemnation proceedings taken pursuant hereto and for the payment of amounts awarded as damages, to be repaid to the District of Columbia from the assessments for benefits and covered into the Treasury to the credit of the revenues of the District of Columbia.

Approved, February 21, 1910.

February 21, 1910. [H. R. 16323.] [Public, No. 56.]

District of Columbia, Franklin street northeast. Condemning land for extending. Vol. 34, p. 151.

Provisos. Damages assessed as benefits.

Minimum assessment.

Appropriation for expenses, etc.

Payment of awards.

CHAP. 52.—An Act For the extension of Franklin street northeast from its present eastern terminus east of Twenty-fourth street to the Bladensburg road.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That under and in accordance with the provisions of subchapter one of chapter fifteen of the Code of Law for the District of Columbia, within ninety days after the passage of this Act, the Commissioners of the District of Columbia be, and they are hereby, authorized and directed to institute a proceeding in rem to condemn the land that may be necessary for the opening of Franklin street northeast from its present eastern terminus east of Twenty-fourth street to the Bladensburg road, according to the permanent system of highway plans in and for the District of Columbia: *Provided, however,* That the entire amount found to be due and awarded by the jury in said proceeding as damages for and in respect of the land to be condemned for said extension shall be assessed by the jury as benefits: *And provided further,* That nothing in said subchapter one of chapter fifteen of said code shall be construed to authorize the jury to assess less than the aggregate amount of the damages awarded for and in respect of the land to be condemned and the costs and expenses of the proceeding hereunder.

SEC. 2. That there is hereby appropriated, out of the revenues of the District of Columbia, an amount sufficient to pay the necessary costs and expenses of the condemnation proceedings taken pursuant hereto and for the payment of amounts awarded as damages, to be repaid to the District of Columbia from the assessments for benefits and covered into the Treasury to the credit of the revenues of the District of Columbia.

Approved, February 21, 1910.

February 21, 1910. [H. R. 16329.] [Public, No. 57.]

District of Columbia, Newton place northwest. Condemning land for extending. Vol. 34, p. 151.

CHAP. 53.—An Act To provide for the extension of Newton place northwest from New Hampshire avenue to Georgia avenue, and to connect Newton place in Gass subdivision with Newton place in Whitney Close subdivision.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That under and in accordance with the provisions of subchapter one of chapter fifteen of the Code of Law for the District of Columbia, within ninety days from the passage of this Act, the Commissioners of the District of Columbia be,