

April 28, 1892.

CHAP. 54.—An act to extend the time for making an assessment of real estate in the District of Columbia, outside the cities of Washington and Georgetown.

District of Columbia.
Time for assessment of county real-estate tax extended.

Vol. 22, p. 569.

Meeting of equalization board.

Vol. 22, p. 569.

Tax on county real estate payable May 1, 1893.

Vol. 19, p. 396.

Proviso.
Limited to 1893.

Reduction of aggregate valuation permitted.

Vol. 22, p. 569.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time fixed for the return of assessment by section seven of the act to levy an assessment of real estate in the District of Columbia in the year eighteen hundred and eighty-three, and every third year thereafter, approved March third, eighteen hundred and eighty-three, be, and the same is hereby, extended to the first day of December, eighteen hundred and ninety-two, as to all the real estate in the District of Columbia outside the cities of Washington and Georgetown.

SEC. 2. That the time fixed by section nine of said act, for the meeting of the board of equalization and review be, and the same is hereby, postponed until the first day of December, eighteen hundred and ninety-two, so far as it refers to that part of the District of Columbia outside of Washington and Georgetown, and the said equalization and review shall be finally completed on or before December thirty-first, eighteen hundred and ninety-two.

SEC. 3. That section four of the act entitled "An act for the support of the government of the District of Columbia for the fiscal year ending June thirtieth, eighteen hundred and seventy-eight, and for other purposes," approved March third, eighteen hundred and seventy-seven, be, and the same is hereby, amended so as to make the whole tax levied under the assessment of that portion of the District of Columbia outside of Washington and Georgetown herein provided for, due and payable on the first day of May, eighteen hundred and ninety-three, instead of one half on the first day of November, eighteen hundred and ninety-two, and one half on the first day of May, eighteen hundred and ninety-three, as by existing law: *Provided,* That these amendments shall not extend beyond the fiscal year ending June thirtieth, eighteen hundred and ninety-three.

SEC. 4. That the provision that the assessors shall not reduce the aggregate value of the real property below the aggregate value thereof as made and returned by them, contained in section nine of the act of March third, eighteen hundred and eighty-three, aforesaid, be, and the same is hereby repealed.

Approved, April 28, 1892.

April 28, 1892.

CHAP. 55.—An act to empower the Commissioners of the District of Columbia to grant respites and pardons in certain cases.

District of Columbia.
Commissioners may grant pardons in District cases.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioners of the District of Columbia may grant pardons and respites for offenses against the late corporation of Washington, the ordinances of Georgetown and the levy court, the laws enacted by the legislative assembly, and the police and building regulations of the District.

Approved, April 28, 1892.

April 30, 1892.

CHAP. 56.—An act to amend the act giving the approval and sanction of Congress to the route and termini of the Anacostia and Potomac River Railroad in the District of Columbia.

Anacostia and Potomac River Railroad, D. C.
Route and termini changed.

Vol. 18, p. 328; Vol. 19, p. 26; Vol. 25, p. 353; Vol. 26, p. 28.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act giving the sanction and approval of Congress to the route and termini of the Anacostia and Potomac River Railroad, approved February eighteenth, eighteen hundred and seventy-five, subsequently amended, be, and the same is hereby, amended so as to authorize the said company to lay tracks and

switches and run cars as follows: From the intersection of its tracks at Ninth street with B street northwest north on Ninth street to G. street northwest over the tracks of the Metropolitan Railway Company; thence west on G. street northwest to Eleventh street northwest over the tracks of Eckington and Soldiers' Home Railway Company; thence south on Eleventh street to E. street northwest, and east on E street to Ninth street on the tracks of the Capitol, North O Street and South Washington Railway Company; thence south on Ninth street to B street on the tracks of the Metropolitan Railway Company. That in construction of its tracks herein authorized the pattern of the rail used shall be the standard flat grooved rail and approved by the Commissioners of the District of Columbia, and that all rails laid under authority of this act shall be on a level with the surface of the street: *Provided*, That the said company shall commence work within three months and complete the same within six months from the approval of this act.

Extension of tracks.

Rails.

Proviso.
Commencement and completion.

May use tracks of other companies.

SEC. 2. That, should any part of the track extension herein authorized coincide with portions of any other duly incorporated street railway in the District of Columbia, but one set of tracks shall be used when, on account of the width of the street or for other sufficient reason, it shall be deemed necessary by the Commissioners of the District; and the relative conditions of use and of chartered rights may be adjusted upon terms to be mutually agreed upon between the companies, or, in case of disagreement, by the supreme court of the District of Columbia, on petition filed therein by either party and on such notice to the other party as the court may order.

Terms of use.

SEC. 3. That this Road shall exchange tickets with other roads where their tracks unite.

Exchange tickets.

SEC. 4. That Congress may at any time amend, alter, or repeal this act.

Amendment, etc.

Approved, April 30, 1892.

CHAP. 57.—An act to amend the charter of the Rock Creek Railroad Company.

April 30, 1892.

Be it enacted by the Senate and Ho. of Representatives of the United States of America in Congress assembled, That the Rock Creek Railroad Company be, and it is hereby, authorized to extend its road from its present terminus on U street to Florida avenue, thence along Florida avenue to North Capitol street: *Provided*, That it shall run on the same track with the Metropolitan Railroad Company between Ninth and Seventh streets. Said company is authorized to extend a branch road from a point on its line in Cliffburne tract across the Adams Mill road to Kansas street, thence along Kansas street to Ontario avenue, thence along or adjacent to Ontario avenue to the east line of the Zoölogical Park, on such line as shall be approved by the Commissioners of the District of Columbia. That the extension and branch herein provided for shall be subject, in all respects, to the acts of Congress granting and amending the charter of the Rock Creek Railway Company as fully as if such acts were incorporated herein.

Rock Creek Railroad, D. C.
Extension of tracks.

Proviso.
Use of other tracks.
Branch road.

Vol. 25, p. 199; Vol. 26, pp. 121, 835.

SEC. 2. That whenever the route of the foregoing extension coincides with the track occupied by the Metropolitan Railroad Company, both companies shall use the same track upon such fair and equitable terms as may be agreed upon by said companies; and in the event that said companies shall fail to agree upon equitable terms, either of said companies may apply by petition to the supreme court of the District of Columbia, who shall hear and determine summarily the matter in due form of law, and adjudge to the proper party the amount of compensation to be paid therefor. Whenever more than one of the tracks of said railroad company shall be constructed on any of the streets, avenues, or other public highways in the District of Columbia, the width of space between the two tracks shall not exceed four feet, unless otherwise especially ordered by the Commissioners of the District of Columbia.

Use of other tracks.

Terms of use.

Width between tracks.