

**CHAP. 371.**—An Act To expedite the delivery of imported parcels and packages not exceeding five hundred dollars in value.

June 8, 1896.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That articles, not merchandise intended for sale, not exceeding five hundred dollars in value, imported in packages not exceeding one hundred pounds in weight, in vessels of the United States, may be specially delivered to and appraised at the public stores, and the entry thereof liquidated by the collector under such regulations as the Secretary of the Treasury may prescribe, and after such appraisement and liquidation may be delivered, upon payment of the liquidated duties under the bond provided for in this Act, to express companies or other duly incorporated inland carriers bonded for the transportation of appraised or unappraised merchandise between the several ports in the United States: *Provided,* That not more than one such consignment to one ultimate consignee from the same consignor shall be imported in any one vessel: *And provided,* That the original appraisement of and liquidation of duties on such importations shall be final against the owner, importer, agent, or consignee, except in the case of manifest clerical errors, as provided for in section twenty-four of the Act of June tenth, eighteen hundred and ninety: *Provided,* That nothing contained in this Act shall apply to explosives, or any article the importation of which is prohibited by law.

**SEC. 2.** That such express companies or other inland carriers shall be responsible to the United States under bond for the safe delivery of such articles to the ultimate consignee: *Provided,* That if any package shall not be delivered to the ultimate consignee by the express company or other inland carrier, and shall be returned to the collector of the port where such articles are entered under the provisions of this Act within ninety days from the date of importation intact, the collector shall take charge of such package and dispose of it as unclaimed merchandise, and the duties, including additional duties, if any, under section seven of the Act of June tenth, eighteen hundred and ninety, paid shall be refunded by the Secretary of the Treasury out of any moneys in the Treasury not otherwise appropriated; and the express company or other inland carriers shall be relieved of any liability therefor under its bond; and before any express company or other inland carrier shall be permitted to receive and transport any such articles they shall become bound to the United States in such bonds, in such form and amount, and with such conditions not inconsistent with law as the Secretary of the Treasury may require.

**SEC. 3.** That articles transported under the provisions of this Act shall be corded and sealed in such manner as shall from time to time be prescribed by the Secretary of the Treasury; and the collector of the port of first arrival shall retain in his office a permanent record of such merchandise so forwarded.

**SEC. 4.** That such packages may be consigned to and entered by the agents of the express company or other inland carrier or steamship company, who shall at the time of entry state the ultimate consignee, and in all cases where a certified or other invoice is now required by law such invoice may be attached to or inclosed in the package, under such regulations as the Secretary of the Treasury may prescribe; and the delivery of such articles to the express company or other inland carrier shall not be delayed because of the nonarrival of the triplicate invoice, but the ultimate consignee shall be liable for any increased duty found due on reliquidation, if any, after receipt of said merchandise from the express company or other inland carrier or steamship company making entry under this Act; and the provisions of section twenty-eight hundred and fifty-seven, Revised Statutes, shall not apply to importations under this Act.

Approved, June 8, 1896.

Customs.  
Special delivery of imported articles not exceeding \$500 in value.

*Provisos.*  
Single consignments.

Appraisement final.

Errors.  
Vol. 26, p. 140.

Prohibited articles not affected.

Responsibility of carriers.

*Proviso.*  
Disposal of unclaimed packages.

Vol. 26, p. 134.

Liability of carriers.

Transportation bond.

Sealing, etc.

Record.

Consignment to carrier.

Invoices.

Delivery.

Increased duty, etc.

R. S., sec. 2857, p. 563.

June 8, 1896.

**CHAP. 372.**—An Act To authorize the Baltimore and Washington Transit Company, of Maryland, to enter the District of Columbia.

<p>District of Columbia. Baltimore and Washington Transit Company may extend road into the District.</p>	<p>Location.</p>	<p><i>Proviso.</i> Use of Spring road.</p>	<p>Contracts to run over tracks of other companies, etc.</p>	<p>Commencement and completion.</p>	<p>Condemnation for right of way.</p>	<p><i>Proviso.</i> Public use.</p>	<p>May construct railway.</p>	<p>Motive power.</p>	<p><i>Provisos.</i> Overhead trolleys.</p>	<p>Right to cease July 1, 1899.</p>	<p><i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the Baltimore and Washington Transit Company, incorporated under the laws of the State of Maryland, and by amended charter by act of the legislature of Maryland, eighteen hundred and ninety-six, be, and is hereby, authorized to extend its road from its present charter terminus at Takoma Park, Maryland, into and within the District of Columbia, commencing at the northeastern boundary line of the District of Columbia, on Spring road in Takoma Park subdivision, westerly along said road to the line of Tahoe street extended, west along the line of said street to Blair road, and thence northwesterly, following public highways, to a junction with the Brightwood Railway, along a route to be approved by the Commissioners of the District of Columbia: <i>Provided,</i> That the right of use of Spring road authorized herein shall cease and determine when highways contiguous thereto and shown upon the recorded highway-extension plans shall have been opened, in which case the route of the said company shall be upon said highways, as may be approved by the said Commissioners, in lieu of Spring road.</p> <p><b>SEC. 2.</b> That the Baltimore and Washington Transit Company and the Brightwood Railway Company shall have the power to make any contracts or agreements that they may deem necessary to enable the said companies to run the cars of each or either company over the tracks of the other company, and also to contract for and use the power of each or either company to propel the cars of the other company; that said extension of the transit company from the District of Columbia line to a junction with the tracks of the Brightwood Railway Company, near Fifth and Umatilla streets, in Takoma Park, District of Columbia, shall be commenced within six months and completed within one year from the passage of this Act.</p> <p><b>SEC. 3.</b> 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 thirty 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: <i>Provided,</i> That the land acquired by such agreement or condemnation for right of way for tracks within the limits of streets of the recorded highway-extension plans shall be dedicated to the District of Columbia for a public right of way before the company shall lay its tracks on such land; and that such right of way shall not be less than thirty feet in width for double tracks nor twenty feet in width for single track.</p> <p><b>SEC. 4.</b> That the said Baltimore and Washington Transit Company shall be empowered to construct, maintain, equip, and operate a single or double track street railway over the said line, with all necessary buildings, switches, machinery, appliances, appurtenances, and other devices necessary to operate the same by cable, electricity, compressed air, storage battery, or other motive power, to be approved by the Commissioners of the District of Columbia: <i>Provided,</i> That the right of said company to use an overhead single trolley on a street or part of a street shall cease six months after the date of the approval of an Act of Congress appropriating money for or otherwise authorizing the paving of the roadway of such street or part of street, except in connection with continuous track rails: <i>And provided further,</i> That the right of said company to use an overhead single trolley in any public space in the District of Columbia, except in connection with continuous track rails, shall in any event cease on July first, eighteen hundred and</p>
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