

CHAP. 245.—An Act To authorize the Washington and Glen Echo Railroad Company to obtain a right of way and construct tracks into the District of Columbia six hundred feet.

May 7, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Washington and Glen Echo Railroad Company, a corporation organized under the laws of the State of Maryland and operating a street railway in said State, the eastern terminus being at or near the northern boundary of the District of Columbia in Chevy Chase, be, and said corporation is hereby, authorized and empowered to obtain a right of way and construct its road and lay double tracks thereon into the District of Columbia a distance of six hundred feet, and no farther, from the point in the boundary line of the District where said railway extended crosses the boundary line of the District and from said point to a point on the west line of Connecticut avenue extended, on a route to be approved by the Commissioners of the District of Columbia, said corporation to have full power and authority to operate cars upon said road for the purpose of its traffic; said corporation to use electric motive power in propelling its cars: *Provided,* That no fares shall be charged or collected within the District of Columbia: *And provided further,* That unless the extension herein provided for shall be completed within six months from the date of the approval of this Act, then this Act shall be null and void: *And provided further,* That the Commissioners of the District of Columbia shall have the power to make and to enforce all reasonable and usual regulations for the operation and maintenance of that portion of the lines within the District of Columbia.

District of Columbia.
Extension of tracks,
Washington and Glen
Echo Railroad.

Provides.
No fares.
Completion of work.

Regulations by Dis-
trict Commissioners.

SEC. 2. That Congress reserves the right to alter, amend, or repeal this Act.

Amendment.

Approved, May 7, 1898.

CHAP. 246.—An Act To amend section nine of an Act entitled "An Act to grant to the Arkansas, Texas and Mexican Central Railway Company a right of way through the Indian Territory, and for other purposes."

May 7, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section nine of an Act approved August fourth, eighteen hundred and ninety-four, entitled "An Act to grant the Arkansas, Texas and Mexican Central Railway Company a right of way through the Indian Territory, and for other purposes," be, and the same is hereby, amended by striking out the words "within three years after the passage of this Act," and substituting in lieu thereof the following:

Arkansas, Texas,
and Mexican Central
Railway.
Vol. 28, p. 232.

"**SEC. 9.** That said railway company shall build not less than fifty miles of its railway in said Territory in each year after the passage of this Act. That said railway company shall construct and maintain continually all road and highway crossings and necessary bridges over said railway wherever said roads and highways do now, or may hereafter, cross said railway's right of way, or may be by the proper authorities laid out across the same: *Provided also,* That the strip of land three thousand feet in length, granted in section two of said original Act, for stations along said line of railway, shall be limited to two thousand feet in length."

Construction for
each year.

Crossings.

Stations.
Vol. 28, p. 230.

Approved, May 7, 1898.

CHAP. 247.—An Act Granting to the Chattanooga Rapid Transit Company the right to cross with its track the Dry Valley road to the Chickamauga and Chattanooga National Park.

May 7, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War is hereby authorized, at his discretion, and upon the favorable recommen-

Chattanooga Rapid
Transit Company may
cross Dry Valley road.

dation of the Chickamauga and Chattanooga National Park Commission, to grant a right of way to the Chattanooga Rapid Transit Company to lay a single track across the Dry Valley road at such point or place thereon as said commission may determine upon; and also; upon like recommendation of said commission, may grant such other concessions as may be necessary to permit the said Chattanooga Rapid Transit Company to extend its lines to the Chickamauga and Chattanooga National Park: *Provided*, That such grant or grants shall only become or be operative on the condition that the track and tracks and roadbed of said company, and the right of way for any and all extensions of its road to said park from the point of crossing said Dry Valley road shall first be definitely fixed and located upon a line or lines which shall be satisfactory to and approved by said commission; and no part of said line or lines of road, after being so located, established, built, or constructed, shall be changed, moved, or extended without the consent in writing of said commission thereto being first had and obtained, and upon the further condition that an agreement satisfactory to said commission and approved by it shall be entered into on the part of said company for the proper maintenance of the crossing of said Dry Valley road, and at all times keeping the same in proper repair and condition.

Approved, May 7, 1898.

Provided,
Chickamauga and
Chattanooga National
Park Commission to
determine location,
etc.

May 7, 1898.

CHAP. 248.—An Act Making appropriations for fortifications and other works of defense, for the armament thereof, for the procurement of heavy ordnance for trial and service, and for other purposes.

Fortifications appro-
priations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sums of money herein provided for be, and the same are hereby, appropriated, out of any moneys in the Treasury not otherwise appropriated, to be available until expended, namely:

Fortifications, etc.

FORTIFICATIONS AND OTHER WORKS OF DEFENSE:

(Gun and mortar
batteries.
Sites.

For construction of gun and mortar batteries, three million dollars.
For the procurement of land, or right pertaining thereto, needed for the site, location, construction, or prosecution of works, for fortifications and coast defenses, three hundred thousand dollars.

Repairs.

For the protection, preservation, and repair of fortifications for which there may be no special appropriation available, one hundred thousand dollars.

Plans.
Sea walls, etc.

For preparation of plans for fortifications, five thousand dollars.
For construction of sea walls and embankments, fifty-five thousand dollars.

Mines, etc.

For the purchase of submarine mines and necessary appliances to operate them for closing the channels leading to our principal seaports, needful casemates, cable galleries, and so forth, to render it possible to operate submarine mines, one hundred and fifty thousand dollars.

Armament.

ARMAMENT OF FORTIFICATIONS.

Coast-defense guns,
Army Gun Factory.

For finishing and assembling coast-defense guns of eight-inch, ten-inch, and twelve-inch caliber, and one type sixteen-inch gun, at the Army Gun Factory, three hundred and eleven thousand five hundred dollars.

—steel.

For oil-tempered and annealed steel for high-power coast-defense guns of eight-inch, ten-inch, and twelve-inch caliber, three hundred and sixty-nine thousand five hundred dollars: *Provided*, That no contract for oil-tempered and annealed steel for high-power coast-defense guns and mortars shall be made at a price exceeding twenty-three cents per pound: *Provided*, That in the discretion of the Secretary of War, a portion of this money may be used for the purchase of material for steel-wire seacoast guns.

Provided,
—maximum price per
pound.

Steel-wire seacoast
guns.