

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.

SEC. 3. That the street railway extension provided for in section one hereof shall be begun within three months after the judgment has been made final in the condemnation proceedings provided for in section two, and shall be completed, with cars running thereon, within a period of one year from said date; and the said Washington Railway and Electric Company shall, within thirty days from the date of the final judgment in the said condemnation proceedings, deposit with the collector of taxes of the District of Columbia the sum of \$1,000 to guarantee the construction of said extension within the prescribed time, and if said extension is not completed, with cars running thereon, within the prescribed time, said \$1,000 shall be forfeited to the District of Columbia.

SEC. 4. That, in addition to the deposit hereinbefore referred to, the said company shall deposit such further sum or sums as the commissioners may require to cover the cost of inspection and the cost of changes to public constructions or appurtenances in public highways caused by the construction of said extension.

SEC. 5. That all plans of location and construction of said extension shall be subject to the approval of the Commissioners of the District of Columbia, and all excavations in public highways shall be made under permits from said commissioners and subject to regulations prescribed by them. That said extension shall be constructed in a substantial and durable manner, subject to the inspection of said commissioners, and all changes to existing construction and appurtenances in public space shall be made at the expense of said railway.

SEC. 6. That the said Washington Railway and Electric Company shall have, over and respecting the extension of its lines herein provided for, the same rights, powers, and privileges that it has by its charter and amendments or by law over and respecting its routes, and shall be subject, in respect thereto, to all the other provisions and requirements, duties and obligations of its charter and amendments and of law. That in addition to the obligation placed upon said company by its charter and law regarding the maintenance of the space between its rails and tracks and two feet adjacent thereto on each side thereof the said company shall, in connection with its track construction and simultaneously therewith, grade the highways through which its tracks shall be extended, under the provisions of this Act, for a distance of two feet outside the outer rails of its tracks to such section and profile as may be approved by the Commissioners of the District of Columbia, and shall bear and defray all of the costs of such grading, which shall be done to the entire satisfaction of said commissioners.

SEC. 7. That Congress reserves the right to alter, amend, or repeal this Act.

Approved, September 29, 1914.

CHAP. 313.—An Act Making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of \$20,000,000 be, and the same hereby is, appropriated out of any moneys in the Treasury not otherwise appropriated, to be immediately available and to be expended under the direction of the Secretary of War and the supervision of the Chief of Engineers, for the preservation and maintenance of existing river and harbor works, and for the prosecution of such projects heretofore authorized as may be most desirable

Time of construction.

Guarantee bond.

Deposit for cost of inspection, etc.

Plans, etc., to be approved by Commissioners.

Rights and duties.

Grading adjacent highways, etc.

Amendment.

October 2, 1914.
[H. R. 13811.]

[Public, No. 205.]

Rivers and harbors improvements. Appropriation for preservation, etc., of existing.

Provisos.
Allotments.

Mississippi River.

Special report of allotments.

in the interests of commerce and navigation, and most economical and advantageous in the execution of the work: *Provided*, That allotments from the amount hereby appropriated shall be made by the Secretary of War upon the recommendation of the Chief of Engineers: *Provided further*, That allotments for the Mississippi River from the Head of Passes to the mouth of the Ohio River shall be expended under the direction of the Secretary of War in accordance with the plans, specifications, and recommendations of the Mississippi River Commission as approved by the Chief of Engineers: *And provided further*, That at the beginning of the next session of Congress a special report shall be made to Congress by the Secretary of War showing the amount allotted under this appropriation to each work of improvement.

Approved, October 2, 1914.

October 3, 1914.
[S. 1930.]
[Public, No. 206.]

CHAP. 314.—An Act Granting to The Atchison, Topeka and Santa Fe Railway Company a right of way through the Fort Wingate Military Reservation, New Mexico, and for other purposes.

Fort Wingate Military Reservation, N. Mex.
Right of way through, to Atchison, Topeka and Santa Fe Railway Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That The Atchison, Topeka and Santa Fe Railway Company, of Kansas, a corporation created under and by virtue of the laws of the State of Kansas, be, and the same is hereby, granted authority, subject to the limitations and conditions hereinafter set forth, to survey, locate, construct, and maintain a railway, telegraph, and telephone line into and upon Fort Wingate Military Reservation, New Mexico, to connect with its present right of way, as may be determined and approved by the Secretary of War or the chief officer of the department under whose supervision such reservation may otherwise fall.

Width.

Sec. 2. That said corporation is authorized to use for all purposes of a railway, telegraph, and telephone line, and for no other purpose, a right of way two hundred feet in width through said Fort Wingate Reservation, with the right to use other additional ground when cuts and fills may be necessary for the construction and maintenance of said roadbed, not exceeding one hundred feet in width on each side of the said right of way, or as much thereof as may be included in said cut or fill, excepting, however, from said right of way hereby granted that strip or portion thereof which would be included within the limits of the present two hundred foot right of way heretofore granted to said The Atchison, Topeka and Santa Fe Railway Company and used by it as its main line right of way: *Provided*, That no part of the lands herein authorized to be taken shall be used except in such manner and for such purposes as shall be necessary for the construction and convenient operation of said railway, telegraph, and telephone lines and the use and enjoyment of the rights and privileges herein granted; and when any portion thereof shall cease to be so used such portion shall revert to the United States: *Provided further*, That any other person or duly organized corporation constructing a railroad along a line necessitating the crossing of said reservation may, upon obtaining a license from the Secretary of War, or from the chief officer of the department under whose supervision such reservation may otherwise fall, use the track and other constructions herein authorized to be placed upon the reservation by the said The Atchison, Topeka and Santa Fe Railway Company upon paying just compensation; and, if the parties concerned can not agree upon the amount of such compensation, the sum or sums to be paid for said use shall be fixed by the Secretary of War or by the chief officer of the department under whose supervision such reservation may otherwise fall: *Provided further*, That before this Act shall become operative a descrip-

Provisos.
Restriction on use.

Use by other lines.

Compensation.

Description to be filed.