

SEC. 2. That the purchaser or purchasers of the said Belt Railway shall, immediately after said purchase shall have been ratified as herein provided for, and before any permit shall be issued to begin such work, pay all taxes and special assessments due and unpaid to the District of Columbia, and all indebtedness due the employees for labor, or due others for coal, feed, horseshoes and other supplies, contracted for by the receiver of the said Belt Railway Company, duly appointed by the court, and used on behalf and for the benefit of said company during such receivership, and to be approved by the court appointing said receiver, and shall begin the construction of the underground electric system herein provided for; and if said system shall not have been completed at the expiration of one year from the ratification of the purchase of said railway as authorized by this Act the purchaser or purchasers thereof shall pay to the District of Columbia, in addition to all other taxes now required to be paid by the said Belt Railway Company, or by the purchaser or purchasers thereof, the sum of fifty dollars for each and every day thereafter until said road shall be completed.

Payment of existing obligations.

Penalty for failure to complete in one year.

SEC. 3. That the Commissioners of the District of Columbia are hereby authorized and required to station special policemen at such street railway crossings and intersections in the city of Washington as the said Commissioners may deem necessary, the expense of such service to be paid pro rata by the respective companies; every car shall be brought to a full stop, immediately before making such crossing or intersection. Neglect or failure to pay for the service monthly, or to stop any car, as herein provided for shall subject the company to a fine of not to exceed twenty-five dollars for every such neglect or failure, to be recovered in any court of competent jurisdiction.

Crossings.
—special policemen at.

—stopping of cars before crossing.

—penalty.

SEC. 4. That the company or corporation installing an underground electric system under authority of this Act shall deposit such sum or sums as the Commissioners may require to cover the cost of District inspection and the cost of changes to public works in the streets.

Deposit for expenses of inspection, etc.

SEC. 5. That nothing herein shall be construed to relieve the said Belt Railway Company from any just liability, nor in any manner as affecting any valid subsisting claim of any creditor against said corporation.

Subsisting claims against Belt Railway unaffected.

SEC. 6. That Congress reserves the right to alter, amend, or repeal this Act.

Amendment.

Approved, June 24, 1898.

CHAP. 497 —An Act To compel street railway companies in the District of Columbia to remove abandoned tracks, and for other purposes.

June 25, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter whenever the track or tracks or any part thereof of any street railway company in the District of Columbia shall not have been regularly operated for railway purposes upon a schedule approved by the Commissioners for a period of three months, the Commissioners of said District, in their discretion, may thereupon notify such company to remove said unused tracks and to place the street in good condition; and if such company shall neglect or refuse to remove said tracks and place the street in good condition within sixty days after such notice, the directors of said company shall be deemed guilty of a misdemeanor and shall be liable to a fine of ten dollars for each and every day during which said tracks are permitted to remain upon the street or streets or said roadway shall remain out of repair, which fine shall be recovered in the police court of said District, in the name of said District, as other fines and penalties are now recovered in said court.

District of Columbia.
Street railways.

—removal of unused tracks.
—penalty.

SEC. 2. That on and after one year from the passage of this Act it shall be unlawful for any street railway company operating its system or parts of its system over any portion of the underground electric lines

—using tracks of another company, to have same propelling power.

- owned and operated by another street railway company in the city of Washington to continue such operation or to enter into reciprocal trackage relations with any other company, as provided for under existing law, unless its motive power for the propulsion of its cars shall be the same as that of the company whose tracks are used or to be used.
- For every violation of this Act the company violating it shall be subject to a fine of ten dollars for every car operated in violation of the provisions of this Act, said fine to be collected and applied in the same manner as is provided by existing laws in respect of other fines in the District of Columbia.
- SEC. 3. That all street railway companies within the District of Columbia now operating their systems or parts of their systems in the city of Washington by use of the tracks of one or more of such companies, under a reciprocal trackage agreement, as provided for under existing law, which shall be compelled by reason of the passage of this Act to discontinue the use of the tracks of another company, shall issue free transfers to their patrons from one system to the other at such junctions of their respective lines as may be provided for by the Commissioners of the District of Columbia.
- SEC. 4. That all acts and parts of acts inconsistent with the provisions of this Act are hereby repealed.
- Approved, June 25, 1898.

June 27, 1898.

CHAP. 499.—An Act To amend the charter of the Eckington and Soldiers' Home Railway Company of the District of Columbia, the Maryland and Washington Railway Company, 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 Eckington and Soldiers' Home Railway Company of the District of Columbia be, and it is hereby, authorized to purchase or lease the property and franchises or any part thereof, of the Maryland and Washington Railway Company of the District of Columbia and that part of the property and franchises of the Columbia and Maryland Railway Company of Maryland lying between the District line and the town of Laurel, Maryland, and the Maryland and Washington Railway Company is hereby authorized to sell or lease its property and franchises to the said Eckington and Soldiers' Home Railway Company: Provided, That only one fare, not exceeding the rate now authorized by law, shall be charged for a single continuous ride over all the lines in the District of Columbia affected by such purchase or lease.*
- SEC. 2. That the said Eckington and Soldiers' Home Railway Company, under the supervision of the Commissioners of the District of Columbia, shall fully equip all its lines now owned and operated within the city of Washington and also the North Capitol street line from the intersection of G street north and New Jersey avenue to T street north with an underground electric system essentially similar to the underground system now in use by the Metropolitan Railroad Company in said city, upon plans to be submitted to and approved by the said Commissioners, and shall have its cars regularly running by said system within twelve months from the passage of this Act: *Provided, That nothing herein contained shall be construed as authorizing or permitting said company to use their conduits or cables or electrical conductors of any character whatever for the purpose of electric lighting or power, except such as may be necessary for the lighting and propelling of the cars and other machinery of such road and the power house of said company, or other property owned or acquired by said company adjacent to the lines of the road and necessary for the operation of said road: Provided, however, That the Commissioners of the District of Columbia are hereby authorized to permit street railway companies using the underground electric system to construct conduits not exceeding five blocks in length to connect their existing conduits for the pur-*