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Amended plan.

to prepare amended plan for that part of "section one" outside of existing subdivisions under the terms of sections one to five of said Act, and said amended plan when recorded with the surveyor shall take the place and stand for any previous plan of "section one."

Providing grounds for educational, etc., institutions.

—readjustment of streets.

SEC. 3. That in order to provide grounds for educational, religious, or similar institutions, the Commissioners of the District of Columbia be, and they are hereby, authorized to abandon or readjust streets or proposed streets affecting localities that may be or that have been purchased for such purposes: *Provided*, That under the authority hereby conferred no changes shall be made in existing subdivisions or in avenues or in important lines of travel.

Proviso.

—limit.

Plat of readjustment.

—approval of, etc.

The plat of such readjustment, after being duly certified by said Commissioners, shall be forwarded to the commission consisting of the Secretary of War, the Secretary of the Interior, and the Chief of Engineers of the United States Army, and when approved by said commission or a majority thereof the change shall be recorded in the office of the surveyor of the District of Columbia, and become a part of the permanent system of highways, and take the place of any part inconsistent therewith.

Subdivisions recorded in section 1 prior to this act, etc., unaffected, etc.

SEC. 4. That no subdivision or subdivisions made and recorded in section one of the highway plans prior to the date of the approval of this Act shall be affected or in any way changed by any map heretofore approved and recorded or that may be hereafter approved and recorded under the provisions of this Act or of the Act hereby amended; and no highways shall be located in section one through any unsubdivided or subdivided lands south of the Spring road that borders Holmead Manor, except such as are necessary to continue or connect existing streets abutting such lands.

Location of highways south of Spring road, etc.

Land subject to projected highway, use and disposition of pending condemnation.

SEC. 5. That the owner or owners of land over or upon which any highway or reservation shall be projected upon any map filed under said Act of Congress shall have the free right to the use and enjoyment of the same for building or any other lawful purpose, and the free right to transfer the title thereof, until proceedings looking to the condemnation of such land shall have been authorized and actually begun.

—of highway to be abandoned.

And as to any highway or part of highway which by any such map is to be abandoned neither the right of those occupying or owning land abutting thereon or adjacent thereto, nor the right of the public to use such highway or part of highway, shall be affected by the filing of such map until condemnation proceedings looking to the ascertainment of the damages resulting from such proposed abandonment shall have been authorized and actually begun; nor shall the obligation of the

—repairs.

municipal authorities to keep the same in repair be affected until they are rendered useless by the opening and improvement of new highways, to be evidenced by public notice by the Commissioners of the District of Columbia.

Notice to landowners before approval of maps.

SEC. 6. That said Commissioners shall not submit for approval to the highway commission created by section two of said Act any map or plan thereunder until the owners of the land within the territory embraced within such map shall have been given an opportunity to be heard in regard thereto by said Commissioners, after public notice to that effect for not less than fourteen consecutive days, excluding Sundays.

Approved, June 28, 1898.

June 29, 1898.

CHAP. 534.—An Act Relating to the Washington, Woodside and Forest Glen Railway and Power Company, of Montgomery County, Maryland.

Washington, Woodside and Forest Glen Railway, etc., may use tracks of the Brightwood Railway.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Washington, Woodside and Forest Glen Railway and Power Company, of Montgomery County, Maryland, a corporation created, organized, and existing under and by virtue of the laws of the State of Maryland, shall have the right

to run its vehicles over the tracks of the Brightwood Railway Company, and to use the power of that company for propelling its cars, or to furnish power to that company for that purpose, upon such terms and conditions as may be mutually agreed upon; and in case said companies are unable to agree in regard thereto, either company may apply by petition to the supreme court of the District of Columbia, and after reasonable notice thereof to the other party said court shall, upon hearing and investigation being had, have full power to adjudicate and finally determine the terms and conditions upon which the joint use of said power and tracks shall be enjoyed; and the said companies are each hereby severally authorized to enter into any agreement with each other as may be necessary to insure a continuity of traffic over the tracks of said companies and under the management of either of said companies: *Provided*, That nothing contained herein shall operate to relieve the Brightwood Railway Company of any of its charter obligations, limitations, requirements, and restrictions, all of which shall remain in full force and effect, and shall be binding in all respects upon any company operating cars upon the route of said Brightwood Railway Company.

—terms, etc.

Proviso.

Obligations of Brightwood Railway unaffected, etc.

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

Amendment.

Approved, June 29, 1898.

CHAP. 535.—An Act To authorize the Montgomery-Elmore Bridge and Improvement Company to construct and maintain a bridge across the Alabama River near the city of Montgomery, Alabama.

June 29, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Montgomery-Elmore Bridge and Improvement Company, a corporation created and existing under an act of the general assembly of the State of Alabama for the purpose of constructing and maintaining the bridge hereinafter mentioned, be, and is hereby, authorized to construct and maintain a wagon, foot-passenger, and railroad bridge, or a bridge for any one or more of such purposes, across the Alabama River at such point as may be selected by said company and approved by the Secretary of War, between the junction of the Coosa and Tallapoosa rivers and the city of Montgomery, in the State of Alabama, said bridge to be so constructed as not to obstruct the navigation of said river, and to be provided with a suitable draw: *Provided*, That any bridge constructed under this Act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post route, upon which no higher charge shall be made for transportation over the same of the mails, troops, and munitions of war of the United States than the rate per mile paid for their transportation over the railroad leading to such bridge, and the United States shall have the right of way for a postal telegraph across said bridge.

Montgomery-Elmore Bridge, etc. Company may bridge Alabama River.

—location.

Obstruction of navigation.

Proviso.

Lawful structure and post route.

SEC. 2. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the proposed bridge and a map of the location giving, for the space of one-half mile above and one-half mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents, and the soundings, accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced, and should any change be made in the plan of said bridge during the progress of construction or

Secretary of War to prescribe regulations.

—to approve plans.

—changes.