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March 28, 1910.
[H. R. 19628.]
[Public, No. 111.]

CHAP. 135.—An Act To authorize the Lawton and Fort Sill Electric Railway Company to construct and operate a railway, telegraph, telephone, and trolley lines through the Fort Sill Military Reservation, and for other purposes.

Fort Sill Military Reservation, Okla.
Lawton and Fort Sill Electric Railway Company granted right of way across.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Lawton and Fort Sill Electric Railway Company, a corporation created under and by virtue of the laws of the State of Oklahoma, be, and the same is hereby, empowered to survey, locate, construct, maintain, and operate railway, telegraph, telephone, and trolley lines through the Fort Sill Military Reservation, in Comanche County, State of Oklahoma, upon such terms and in such location as may be determined and approved by the Secretary of War.

Width, etc.

SEC. 2. That said corporation is authorized to occupy and use for all purposes of railway, telegraph, telephone, and trolley lines, and for no other purpose, a right of way fifty feet in width through said Fort Sill Military Reservation, with the right to use such additional ground where cuts and fills may be necessary for the construction and maintenance of the roadbed, not exceeding one hundred feet in width, or as much thereof as may be included in said cut or fill: *Provided*, That no part of the land herein authorized to be occupied 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, telephone, and trolley lines; and when any portion thereof shall cease to be so used such portion shall revert to the United States: *Provided further*, That before the said railway company shall be permitted to enter upon any part of said military reservation a description by metes and bounds of the land herein authorized to be occupied or used shall be approved by the Secretary of War: *Provided further*, That the said railway company shall comply with such other regulations and conditions in the maintenance and operation of said road as may from time to time be prescribed by the Secretary of War.

Provisos.
Restriction of use.

Approval of location by Secretary of War.

Maintenance, etc.

Amendment.

SEC. 3. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 28, 1910.

March 30, 1910.
[H. R. 16332.]
[Public, No. 112.]

CHAP. 136.—An Act To provide for the condemnation of streets or parts of streets under the plan for the permanent system of highways for the District of Columbia.

District of Columbia.
Permanent system of highways.
Extending streets through reserved subdivisions.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever in the subdivision of a tract of land in the District of Columbia the owner or owners of such tract shall reserve from subdivision any portion thereof, and shall fail to or refuse to dedicate the streets or highways within the reserved portion as shown on the plan of permanent system of highways, the Commissioners of the District of Columbia be, and they are hereby, authorized, in their discretion, to institute condemnation proceedings to acquire for street purposes in accordance with the highway plans any or all land comprised in the said streets within the limits of any portion reserved from subdivision, which the said Commissioners may deem desirable for the purpose of extending existing or proposed streets or of connecting streets already of record according to the said highway plan.

Condemnation.
Vol. 34, p. 151.

SEC. 2. That the said condemnation proceedings shall be instituted under and in accordance with the provisions of subchapter one of chapter fifteen of the Code of Law for the District of Columbia: *Provided*, That the entire amount found to be due and awarded by the jury in said proceedings as damages for and in respect of the land condemned for such streets or highways, plus the cost and expenses

Proviso.
Damages assessed as benefits.