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Deposit for cost of inspection, etc.

SEC. 3. 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.

Plans, etc., to be approved by Commissioners.

SEC. 4. 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 constructions and appurtenances in public space shall be made at the expense of said company.

Rights and duties.

SEC. 5. That the said Washington Railway and Electric Company shall have, over and respecting the extension of its line herein provided for, the same rights, powers, and privileges that it has by its charter and amendments or by law over and respecting its other 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 of 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.

Grading adjacent highways.

Amendment.

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

Approved, February 25, 1913.

February 25, 1913.
[S. 8089.]
[Public, No. 384.]

CHAP. 70.—An Act Permitting the building of a railroad bridge across the Yellowstone River from a point on the east bank in section fifteen to a point on the west bank in section sixteen, township one hundred and fifty-one north of range one hundred and four west of the fifth principal meridian, in McKenzie County, North Dakota.

Yellowstone River. Minneapolis, Saint Paul and Sault Sainte Marie Railway Company may bridge, McKenzie County, N. Dak.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress is hereby granted to the Minneapolis, Saint Paul and Sault Sainte Marie Railway Company, a railway corporation organized under the laws of the States of Michigan, Wisconsin, Minnesota, and North Dakota, its successors or assigns, to build a railway bridge across the Yellowstone River from a point suitable to the interests of navigation on the east bank in section fifteen to a point on the west bank in section sixteen, township one hundred and fifty-one north of range one hundred and four west of the fifth principal meridian, in McKenzie County, North Dakota, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Vol. 34, p. 84.

Amendment.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 25, 1913.