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in such State upon whom legal process or demands against the Disabled American Veterans of the World War may be served.

Authority reserved.

SEC. 11. That the right to repeal, alter, or amend, this Act at any time is hereby expressly reserved.

Approved, June 17, 1932.

[CHAPTER 269.]

AN ACT

June 18, 1932.
[S. 4736.]
[Public, No. 187.]

To authorize The Philadelphia, Baltimore and Washington Railroad Company to extend its present track connection with the United States navy yard so as to provide adequate railroad facilities in connection with the development of Buzzards Point as an industrial area in the District of Columbia, and for other purposes.

District of Columbia. The Philadelphia, Baltimore and Washington Railroad Company may extend tracks, etc., from navy yard to Buzzards Point.
Route designated.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That The Philadelphia, Baltimore and Washington Railroad Company is hereby authorized to establish a switch connection with the existing track siding leading from Second and I Streets southeast to and into the United States navy yard, at a point in said siding south of M Street southeast, thence running over and across the northwest corner of United States reservation 17 E, at present controlled and occupied by the United States Navy Department for navy yard and ordnance storage purposes, thence over, across, and through square 743 to First Street southeast, thence southward on First Street southeast to and thence along Potomac Avenue to the west line of Second Street southwest, with all necessary switches, extensions, turnouts, and sidings and such other track extensions through and along One-half Street southwest, One-half Street southeast, and Second Street southwest, south of Potomac Avenue and north of Potomac Avenue to P Street as may be or become necessary for the establishment of adequate railroad facilities in connection with the development of Buzzards Point as an industrial area in the District of Columbia.

Lease, etc., of existing track connection with navy yard.

SEC. 2. The Secretary of the Navy is hereby authorized to sell and transfer or to lease to The Philadelphia, Baltimore and Washington Railroad Company, its successors and/or assigns, upon such terms and for such amount as he may deem to be both just and reasonable, the existing railroad track connection with the United States navy yard as constructed and established under authority conferred by an Act of Congress approved August 29, 1916, entitled "An Act making appropriations for the naval service for the fiscal year ending June 30, 1917, and for other purposes": *Provided*, That the title to any right of way or property provided by the United States for the purposes of such construction and now occupied by said track connection shall remain in the United States: *And provided further*, That said track connection, in so far as the requirements of the United States Navy Yard may be affected, at all times shall be maintained and operated by said railroad company, its successors or assigns, to the satisfaction of the Secretary of the Navy.

Vol. 39, p. 565.

Provisos.
Title.

Supervision of operation.

Authority to construct spurs, sidings, etc.

SEC. 3. Said railroad company is hereby authorized to construct, maintain, and operate branch tracks, spurs, or sidings into any lot or square now or hereafter zoned for industrial or second commercial use abutting upon any street or avenue over and along which said railroad company is hereby specifically authorized to lay and operate tracks, and also to construct tracks to serve any wharf which may be established on the Anacostia River: *Provided*, That the construction of all such railroad tracks and appurtenant turnouts, branch tracks, and sidings, in all respects and things, shall be

Proviso.
Construction, etc., subject to prior approval.

subject to the prior approval of the Commissioners of the District of Columbia after report by the National Capital Park and Planning Commission, such approval to be noted upon identical copies of a suitably prepared plat or chart, one copy to be kept on file in the office of the engineer commissioner of the District of Columbia and the other thereof to be kept on file in the office of the National Capital Park and Planning Commission.

Location upon, along, or through public space.

SEC. 4. Subject always to the approval of the Commissioners of the District of Columbia, all such railroad tracks, turnouts, branch tracks, spurs, and sidings may be located and constructed in, upon, along, and through public grounds, space, and streets of the United States and/or of the District of Columbia as same are now or hereafter may be located and established: *Provided*, That except as herein expressly authorized no tracks, turnouts, branches, spurs, or sidings shall be constructed along or through South Capitol Street or First Street southwest in the north and south direction, at grade or otherwise, but each of said streets, with prior approval of said Commissioners of the District of Columbia, may be crossed to such extent as may be necessary for the establishment of adequate railroad facilities: *Provided further*, That no permit for the construction of tracks, turnouts, branches, spurs, or sidings shall be issued with respect to squares 600, 602, 604, 606, 608, 610, and 612, or any of said squares, until the particular square or squares for which a permit is sought shall have been zoned industrial: *And provided further*, That the plans for any building fronting on Canal Street from the Anacostia River to P Street southwest shall have the approval of the Fine Arts Commission as to height and design.

Provisos.
Exceptions.

Restriction as to designated squares.

Plans for certain buildings subject to approval of Fine Arts Commission.

Grade crossings.
Application of existing law respecting elimination of.
Vol. 44, p. 1352.

SEC. 5. Nothing herein contained shall be construed as limiting or abridging the authority of the Commissioners of the District of Columbia under the Act of Congress approved March 3, 1927 (44 Stat. L. 1353), entitled "An Act to provide for the elimination of grade crossings of steam railroads in the District of Columbia, and for other purposes."

Purchase or condemnation of right of way.

SEC. 6. The Philadelphia, Baltitmore[1] and Washington Railroad Company, its successors or assigns, is hereby authorized to acquire any land or property other than public grounds, space, or streets of the United States or the District of Columbia necessary or expedient for right of way for said track extensions, turnouts, branch tracks, spurs, sidings, and connections by purchase or condemnation. In event that said company, its successors or assigns, shall be unable to acquire any piece or parcel of land necessary or expedient for any of the purposes indicated in this Act, at a price deemed by it to be reasonable, then, and in such event The Philadelphia, Baltimore and Washington Railroad Company, its successors and assigns, is authorized to acquire the same by condemnation proceedings to be instituted in its own name by petition filed in the Supreme Court of the District of Columbia for the ascertainment of its value, in accordance with the provisions of sections 483 to 491, inclusive, of Chapter XV of the Act of Congress approved March 3, 1901, entitled "An Act to establish a code of law for the District of Columbia," as amended by the Act of Congress approved March 1, 1929, entitled "An Act to amend Chapter XV of the Code of Law for the District of Columbia, and for other purposes" (45 Stat. L. 1437), so far as the same may be applicable.

Vol. 31, p. 1265.

Vol. 45, p. 1437.

Cost of paving, etc.

SEC. 7. If and when the Commissioners of the District of Columbia shall decide to pave or repave any of the streets over or along which tracks are authorized to be constructed, the railroad company shall

[1] So in original.

be required to bear the expense of the paving and/or repairs to pavements between the rails and on either side of the tracks for a distance of two feet.

Use of facilities.

SEC. 8. The authority to establish, construct, acquire, maintain, and operate the tracks, switch connections, extensions, turnouts, sidings, branches, spurs, and other facilities provided for in this Act is given upon the following conditions, to wit: The said facilities shall be open to any and all freight traffic by rail whether originating within or without the District of Columbia either on the said The Philadelphia, Baltimore and Washington Railroad Company or any other common carrier railroad, upon such just, reasonable, and nondiscriminatory rates, terms, and conditions as may be embraced in public tariffs, subject to the jurisdiction of the Interstate Commerce Commission as provided for other rates under the provisions of the Interstate Commerce Act: *Provided*, That no greater charge shall be made for deliveries to be made upon said facilities than is or are or may be made for delivery of like traffic consigned for delivery at any other delivery point on The Philadelphia, Baltimore and Washington Railroad Company in the District of Columbia; special, free, or reduced rates or charges for deliveries of property consigned to the United States or any of its departments, bureaus, or subordinate branches or to or for use of the municipality of the District of Columbia not included: *And provided further*, That any common carrier by railroad now or hereafter authorized to operate in the District of Columbia shall, upon application to and approval by the Interstate Commerce Commission, be permitted to use jointly all such facilities as provided in this Act on such terms and for such compensation as may be prescribed by the said Interstate Commerce Commission in accordance with the provisions of the Interstate Commerce Act, as amended.

Rates, etc., nondiscriminatory.

Jurisdiction of Interstate Commerce Commission.

Provisos.
Equality of delivery charges.

Joint use of facilities permitted.

Condition.

Authority reserved.

SEC. 9. The right to alter, amend, or repeal this Act is hereby reserved without regard to any payments required or agreements established under its terms.

Approved, June 18, 1932.

[CHAPTER 270.]

AN ACT

June 18, 1932.
[H. R. 10048.]
[Public, No. 188.]

Granting to the Metropolitan Water District of Southern California certain public and reserved lands of the United States in the counties of Los Angeles, Riverside, and San Bernardino, in the State of California.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, subject to the reservation, until their disposition is hereafter expressly directed by law, of all minerals except earth, stone, sand, gravel, and other materials of like character, there is hereby granted to the Metropolitan Water District of Southern California, a public corporation of the State of California, all lands belonging to the United States, situate in the counties of Los Angeles, Riverside, and San Bernardino, in the State of California, including trust or restricted Indian allotments in any Indian reservation or lands reserved for any purpose in connection with the Indian Service, which have not been conveyed to any allottee with full power of alienation, which may be necessary, as found by the Secretary of the Interior, for any or all of the following purposes: Rights of way; buildings and structures; construction and maintenance camps; dumping grounds; flowage; diverting or storage dams; pumping plants; power plants; canals, ditches, pipes, and pipe lines; flumes, tunnels, and conduits for conveying water for domestic, irrigation, power and other useful

Metropolitan Water District of Southern California.
Granted certain lands for rights of way, etc.
Minerals excepted.

Location.

Reserved Indian lands.

Purposes designated.