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[CHAPTER 749.]

AN ACT

To amend the Act approved February 27, 1931, known as the District of Columbia Traffic Act.

June 24, 1936.
[S. 3976.]
[Public, No. 779.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That subsection (c) of section 9 of the Act of Congress entitled "An Act to amend the Acts approved March 3, 1925, and July 3, 1926, known as the District of Columbia Traffic Acts, and so forth", be, and the same is hereby, amended to read as follows:

District of Columbia Traffic Act, amendment.
Vol. 46, p. 1427.

"(c) Any individual violating any provision of this section where the offense constitutes reckless driving shall upon conviction for the first offense be fined not more than $250 or imprisoned not more than three months, or both; and upon conviction for the second or any subsequent offense committed within two years from the date of any such previous offense such individual shall be fined not more than $1,000 or imprisoned not more than one year, or both."

Reckless driving.
Penalties for.

Approved, June 24, 1936.

[CHAPTER 750.]

AN ACT

To authorize the acquisition of lands in the city of Alameda, county of Alameda, State of California, as a site for a naval air station and to authorize the construction and installation of a naval air station thereon.

June 24, 1936.
[S. 4020.]
[Public, No. 780.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized to purchase in behalf of the United States as a site for a naval air station, at a cost not to exceed $1, and to accept the title in fee simple to all that certain piece or parcel of land situate, lying and being south of the Alameda Mole, in the city of Alameda, county of Alameda, State of California, and more particularly described as follows: Commencing at a point on the United States bulkhead line, said point being distant due south thereon two hundred and two and one-tenth feet from point "k" as said line and point are delineated and so designated upon that certain map entitled "Harbor Line Survey, San Francisco Bay, 1910, Sheet Numbered 6", on file in the United States Engineer's office, Customs House, San Francisco; and running thence north seventy-three degrees fifty-eight minutes west four hundred and nine and ninety-five one-hundredths feet to a point, said line being parallel with and distant southerly one hundred and twenty-two and seven-tenths feet measured at right angles from center line of the South Pacific Coast Railway Company's right-of-way; thence north eighty-three degrees twenty-eight minutes west three hundred and forty-two feet to a point; thence north seventy-six degrees five minutes west five hundred feet to a point; thence north eighty-one degrees fifteen minutes west six hundred and eighty feet to a point; thence north eighty-nine degrees fifty minutes west one thousand six hundred and eighty-seven and eighty-eight one-hundredths feet to a point on the United States Pierhead Line; thence south forty-seven degrees fifty minutes and fifty-three seconds west four hundred and eighty-two and fourteen one-hundredths feet to a point, which point is the intersection of the United States Pierhead Line with the southwesterly line of the city of Alameda (also easterly line of the city and county of San Francisco); thence south twenty-seven degrees fifty minutes east eleven thousand five hundred and twenty-nine feet along the southwesterly boundary

Alameda, Calif.
Acquisition of site for naval air station, authorized.

Description.