RAILROADS.

Pennsylvania RAILROAD

STATION CORNER OF SIXTH AND B STREETS.

7:50 A.M. daily. PITTSBURG EXPRESS.—Parlor and Dining Cars Harrisburg to Pittsburg.

10:50 A.M. daily. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Cars Harrisburg to Chicago, Cincinnati, Indianapolis, St. Louis, Cleveland and Toledo. Buffet Parlor Car to Harrisburg.

10:50 A.M. daily. FAST LINE.—Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburg.

8:30 P.M. daily. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping Car Washington to St. Louis and Sleeping and Dining Cars Harrisburg to Indianapolis, St. Louis, Louisville (via Cincinnati) and Chicago.

7:15 P.M. daily. ST. LOUIS EXPRESS.—Pullman Sleeping Car Harrisburg to St. Louis.

7:45 P.M. daily. WESTERN EXPRESS.—Pullman Sleeping Car to Pittsburg and Chicago. Dining Car to Chicago.

7:45 P.M. daily. CLEVELAND AND CINCINNATI EXPRESS.—Pullman Sleeping Cars Washington to Pittsburg, and Harrisburg to Cleveland and Cincinnati. Dining Car.

10:40 P.M. daily. PACIFIC EXPRESS.—Pullman Sleeping Car to Pittsburg.

7:50 A.M. daily. BUFFALO DAY EXPRESS, with through Parlor Car, Dining Car and Coaches to Buffalo, via Emporium Junction.

7:50 A.M. for Kane, Canandaigua, Rochester and Niagara Falls daily except Sunday.

10:50 A.M. for Elmira and Renovo daily except Sunday. For Williamsport daily, 3:30 P.M.

1:15 P.M. daily. BUFFALO NIGHT EXPRESS, with through Buffet Sleeping Car and Coaches to Buffalo, via Emporium Junction.

3:45 P.M. daily for Erie; for Rochester, Buffalo and Niagara Falls daily except Saturday, with Sleeping Car Washington to Rochester.

10:40 P.M. for Erie, Canandaigua, Rochester, Buffalo and Niagara Falls daily. Pullman Sleeping Car Washington to Rochester Saturdays only.

4:00 P.M., "Congressional Limited," Daily for New York, all Parlor Cars, with Dining Car from Baltimore.

For Philadelphia, New York and the East.

Express, 7:00 (Dining Car), 7:57 (Dining Car), 9:00, 10:00 (Dining Car), 10:25 and 11:00 (Dining Car from Wilmington) A.M., 12:45, 3:15, 4:50 (Dining Car from Baltimore), 6:50, 10:00 P.M., 12:10 night. On Sundays, 7:00 (Dining Car), 7:57 (Dining Car), 9:00, 10:25, 11:00 (Dining Car from Wilmington) A.M., 12:15, 3:15, 4:50 (Dining Car from Baltimore), 6:50, 10:00 P.M., 12:10 night. For Philadelphia only, Express, 7:45 A.M., 12:15 P.M. week-days, 2:01, 4:10 and 5:40 P.M. daily.

For Boston, without change, 7:45 A.M. week-days and 4:50 P.M. daily.

For Baltimore, 6:15, 7:00, 7:45, 7:50, 7:57, 9:00, 10:00, 10:25, 10:50, 11:00 A.M., 12:15, 12:45, 1:28, 2:01, 3:15, 3:30 (4:00 Limited), 4:10, 4:20, 4:33, 4:50, 5:40, 6:15, 6:50, 7:15, 7:45, 10:00, 10:40, 11:35 P.M. and 12:10 night. On Sundays, 7:00, 7:50, 7:57, 9:00, 9:05, 10:25, 10:50, 11:00 A.M., 12:15, 1:15, 2:01, 3:15, 3:30 (4:00 Limited), 4:10, 4:20, 4:50, 5:40, 6:15, 6:50, 7:15, 7:45, 10:00, 10:40 P.M. and 12:10 night.

For Pope's Creek Line, 7:45 A.M. and 4:33 P.M. week-days.

For Annapolis, 7:00, 9:00 A.M., 12:15 and 5:40 P.M. week-days. Sundays, 9:00 A.M. and 5:40 P.M.

Ticket offices, corner Fifteenth and G streets, and at the station, Sixth and B streets, where orders can be left for the checking of baggage to destination from hotels and residences.

Telephone call "1441" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, General Manager. J. R. WOOD, General Passenger Agent.

SOUTHERN RAILWAY.

Schedule corrected to November 24, 1901.

Trains leave from Pennsylvania Station.

8:01 a.m. Daily. Local for Harrisonburg, Warrenton, Charlotte and way stations.

10:51 a.m. Daily. Washingtonf, Richmond and Florida Limited. First-class coach and drawing-room sleeper to Jacksonville. Dining car service.

11:15 a.m. Daily. United States Fast Mail. First-class coaches and drawing-room sleeper to New Orleans. Dining car service.

11:37 a.m. Daily. Local for Warrenton and Charlottesville.

4:01 p.m. Week Days. Local for Harrisonburg and way stations on Manassas branch.

4:30 p.m. Daily. Local for Warrenton and Charlottesville.

9:50 p.m. Daily. Washington and Chattanooga Limited (Via Lynchburg). First-class coach and sleeping car to Roanoke, Knoxville, Chattanooga and Memphis; sleeper to New Orleans. Dining car service.

9:50 p.m. Daily. New York and Atlantic Express. First-class coach and sleeper to Atlanta; Mondays, Wednesdays and Fridays, Sunset Route Tourist sleeper Washington to San Francisco, Pullman buffet service.

9:55 p.m. Daily. New York and Florida Express. First-class coach and sleeper to Savannah, Jacksonville and Port Tampa; sleeper to Summerville, Charleston, Augusta and connection for Aiken. Dining car service.

10:45 p.m. Daily. Washington and Southwestern Limited. All Pullman train, club and observation cars to Atlanta and Macon; sleepers to Nashville, Atlanta, Macon, Memphis, New Orleans. Tri-weekly to Pinehurst, N. C., Mondays, Wednesdays and Fridays. Dining car service.

TRAINS ON BLUEMONT BRANCH.

Leave Washington 9:01 a.m. daily, 1:00 p.m., 4:35 p.m. and 4:49 p.m. week days, and 6:25 p.m. Sundays only for Bluemont, and 6:25 p.m. week days, and 11:40 p.m., theater train, Mondays, Wednesdays and Saturdays for Leesburg.

Through trains from the South arrive Washington 6:42 a.m., 6:52 a.m., 7:35 a.m., 2:00 p.m., 9:00 p.m. and 9:30 p.m. daily. Local trains from Harrisonburg 11:37 a.m. week days and 9:40 p.m. daily. From Charlottesville, 8:28 a.m. and 9:40 p.m. daily

Tickets, sleeping car reservations and detailed information can be had at ticket offices, 705 15th st., 511 Pennsylvania ave. and Pennsylvania Station. Baggage checked through from hotels and residences.

'Phone Main 1441. P. R. R. Cab Service.

FRANK S. GANNON, 3d V. P. and Gen. Mgr.
S. H. HARDWICK, General Pass'r Agent.
L. S. BROWN, General Agent.

BALTIMORE & OHIO RAILROAD.

Leave Washington, New Jersey ave. and C st. Chicago and Northwest, *10:45 a.m., *6:20 p.m. Cincinnati, St. Louis and Louisville, *10:05 a.m., *3:45 p.m., *1:10 night.

Pittsburg and Cleveland, *10:45 a.m., *8:30 p.m. and *1:00 night.

Columbus and Wheeling, *6:20 p.m.

Winchester, †8:35 a.m., †3:45 and †5:30 p.m.

Luray, *3:45 p.m.

Annapolis, †7:15, §8:30, †8:35, †11:55 a.m., *5:35 p.m.

Frederick, †8:35, §9:00, †10:45 a.m., §1:15, †4:30, §6:20 p.m.

Hagerstown, †10:05 a.m. and †5:30 p.m.

Boyd and way points, †8:35, §9:00 a.m., §1:15, †4:30, †5:30, §10:15, †11:30 p.m.

Gaithersburg and way points, †8:35, §9:00 a.m., §12:50, §1:15, §3:00, †4:30, *5:00, †5:30, §7:05, §7:20, §10:15, †11:30 p.m.

Washington Junction and way points, †8:35, §9:00 a.m., §1:15, †4:30, †5:30 p.m.

Baltimore, week days, x3:00, 5:00, 6:30, x7:05, x7:15, x8:30, 8:35, x9:30, x10:00, 11:55 a.m., x12:30 noon, x1:35, x3:00, x4:00, x4:30, 4:35, x5:05, x5:35, x6:20, 6:30, x8:00, x10:00, x11:30, 11:35 p.m. Sundays, x3:00, x7:05, x7:15, 8:30, x9:00 a.m., x12:30, 1:15, x3:00, x3:30, x5:05, x5:35, 6:30, x8:00, x10:00, x11:30, x11:35 p.m.

ROYAL BLUE LINE.

All trains illuminated with Pintsch light.

Baltimore, Philadelphia, New York, Boston and the east, *5:00, *7:05 (diner), †8:30 (buffet), §9:00 (diner), †10:00 (diner) a.m., *12:30 (diner), *3:00 ("Royal Limited," diner), †4:00 (buffet), *5:05 (diner), *8:00 and *11:30 p.m. (Sleeping car open at 10:00 o'clock).

Pullman cars on all day trains.

Atlantic City, *12:30 noon.

*Daily. †Except Sunday. §Sunday only. xExpress trains.

Baggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 Pennsylvania avenue northwest, New York avenue and 15th street and at station. no18

Chesapeake & Ohio Ry.

Trains leave from Pennsylvania Station.

3:00 P.M. DAILY—Cincinnati and St. Louis Special—Solid train for Cincinnati, Pullman Sleepers to Cincinnati, Lexington, Louisville, Indianapolis and St. Louis without change. Connection for Virginia Hot Springs. Dining Car. Parlor Cars Cincinnati to Chicago.

11:10 P.M. DAILY—F. F. V. Limited—Solid train for Cincinnati. Pullman Sleepers to Cincinnati, Lexington and Louisville without change. Compartment Sleeper to Virginia Hot Springs Tuesdays and Saturdays. Dining Car Sleepers Cincinnati to Chicago and St. Louis.

Reservation and tickets at Chesapeake and Ohio office, 513 Pennsylvania avenue; 609 Fourteenth street near F, and at the station. Telephone call, Main 1441, for Pennsylvania Railroad Cab service.

H. W. FULLER, General Passenger Agent.

Telephone Main 1066.

RAILROADS.

SEABOARD AIR LINE RY.

CAPITAL CITY ROUTE.

LEAVE WASHINGTON, P. R. R. STATION:

11:01 A.M., SEABOARD DAILY FAST MAIL—Through Pullman Sleeper to Jacksonville, connecting at Hamlet with Pullman Sleeper to Atlanta.

7 P.M., FLA. AND METROPOLITAN LIMITED DAILY—Through Pullman Sleepers to Tampa and Atlanta. Cafe Dining Car Service. Pullman Sleeper Tuesdays, Thursdays and Saturdays to Southern Pines—Pinehurst. These trains offer excellent schedules to Petersburg, Raleigh, Southern Pines (Pinehurst), Camden, Columbia, Savannah, Jacksonville and all Florida points; Charlotte, Athens, Atlanta, New Orleans, Chattanooga, Nashville, all points west and southwest.

4:30 A.M. DAILY, LOCAL—To Petersburg, Raleigh, Southern Pines (Pinehurst), Hamlet and intermediate points.

Office: 1421 Penn. ave.

R. E. L. BUNCH, Gen. Pass. Agt. W. H. DOLL, Gen. Agt.

ARLINGTON—MYER—FALLS CHURCH. STATION, AQUEDUCT BRIDGE.

To Falls Church — x6:15, x6:50, x7:20, x8:30, x9:30, 10:30, x11:30, 12:30, x1:30, 2:30, x3:30, 4, x4:30, 5, x5:30, 6, x6:30, 7, x8, x9:30, x11, x12. Sat. and Sunday night, hourly after 8 P.M. Hourly to West End on Sunday. xTo West End.

To Myer and Arl.—†6:15, †7, †7:50, †8:45, 9:15, †9:45.....†7:45 P.M., †8:45, †9:45, †10:45, †11:50. †To Nauck. Coach across bridge, 8 a.m. to 5:30 p.m.

ALONG THE RIVER FRONT

CONTRACT FOR THE CONSTRUCTION OF SCOWS AWARDED.

Two of the large scows which will be used by the workmen in the erection of the Pennsylvania railway bridge over the Potomac from this city to the Virginia shore will be built at Alexandria, the contract for the work having been awarded by the Philadelphia firm of contractors to Mr. Augustus Dean & Son several days ago. The scows, which are to be eighty feet long by twenty-four feet wide and about five feet deep, will be large craft capable of floating large quantities of structural iron. The work of building the barges will be begun at once and a large force of hands will be employed to push them to completion, to have them ready for service in the early spring.

Lightship No. 71, recently built at Baltimore, which is to be the guard ship on the dangerous Diamond shoal off Cape Hatteras, has sailed for her station on the North Carolina coast. She has a crew of fourteen men aboard, with Captain Tawes in command and Mr. Gordon chief engineer. No. 71 is equipped with a powerful search light, the light from which can be seen many miles away, and will warn mariners of their approach to a dangerous coast, when other signals could not been seen or heard. The ship is thoroughly equipped in every particular for her winter's vigil on a lonely coast.

The supply of fish at the wharf this morning was again very small. Prices were as follows: For roe shad, $1 each; buck shad, 30c. each; white perch, 7c. to 13c. per pound; jumping mullets, 5c. to 7c. per pound; carp, 5c. per pound; pan rock, 12½c. to 15c. per pound; medium rock, 14c. to 16c. per pound; boiling rock, 20c. to 25c. per pound; green pike, 8c. to 10c. per pound; black bass, 8c. to 12c. per pound; salmon trout, 9c. per pound; river mullets, 10c. to 20c. per bunch; catfish, 15c. to 35c. per bunch; eels, 20c. to 30c. per bunch; yellow perch, 10c. to 40c. per bunch, and winter shad, $1.50 to $2 per hundred.

The demand for oysters in the shell at the 11th street wharf continues quite heavy and the supply is small. The tongers and dredge boats are again at work on the oyster beds in the lower river, and it is expected the supply will be ample by the end of the week. Prices are steady, the small oysters selling at 70c. per bushel, and range from that to $1.40 per bushel for the larger stock.

Passing In and Out.

The steamer E. James Tull has gone to Alexandria to load a general cargo and will sail in a day or two for Nemini creek.

The tug Stella of Baltimore, with an oil barge of the Standard Oil Company in tow, has sailed from Georgetown for Baltimore.

The tug George W. Pride has gone to the lower river for a tow of stone-laden scows for this city.

The barge Edward Fay is at the wharf of Fosberg & Murray, foot of 8th street, unloading a cargo of hard coal from Philadelphia.

The three-masted schooner Wm. Marshall is at Alexandria and will load a cargo of railway ties for Boston.

The barge Ellen S. Jennings has unloaded her cargo of coal at Georgetown and is now at the wharf foot of 9th street waiting a tug to take them to Baltimore.

The tug Camilla has gone to the lower river oyster beds for a tow of oyster-laden boats for this market.

The schooner Sidonia Curley has been chartered by H. L. Biscoe to go to Clearmont on the James river to load pine lumber for this city.

The pungy Shining Light is in the mouth of the river loading a cargo of oysters for this market.

The barge A. W. Embry has completed the unloading of her cargo of hard coal and will sail in a day or two for Baltimore to load.

The sailing barge Daniel is at Mt. Vernon Springs loading a full cargo of oak wood for the local dealers.

The large barge Col. H. A. Barry, having discharged her cargo of coal, has been brought to the wharf at the foot of 9th street awaiting a tug to take it away.

The schooner J. H. Hargraves has been taken to the wharf of Thomas R. Riley, foot of 9 street southwest, to complete the unloading of her cargo of lumber.

The small three-masted schooner Alice Carlisle from Alexandria is lying at Cedar Point waiting the opening of the river.

The schooner Sarah S. Tyler will complete the unloading of her cargo of lumber for H. L. Biscoe this evening and will go to the wharf of T. W. Riley to load fertilizer.

The schooner Amelia Hearn has completed the unloading of her cargo of lumber and will sail for a Virginia lumber port to load.

Of General Interest.

The dynamo which is to furnish the electricity for the lighting of the building and grounds at the Fort Hunt, Va., artillery station was yesterday taken to Sheridan's Point, the landing place of the post, on the steamer Estelle Randall. The building to be used as the electric power house is completed and ready for the installation of the machinery. It is expected the fort will be lighted up within the next week or two.

One of the small sand diggers of Mr. Louis Smoot, which has been taking sand from the river bottom near Notley Hall, Md., has been brought to this city and is now at work just above the long bridge. Several of the diggers of the National Sand Dredging Company are also in operation above the bridge.

The pungy Azalia Peart is laid up at the Alexandria shipyard, but it is understood will be made ready to run fish during the latter part of next month.

The United States naval tug Triton, with a barge, on which was a large oil tank in tow, went through the ice to the naval proving grounds at Indian Head, Md., yesterday.

Launch No. 25 of the coast survey service, which has been operating in Quantico during the summer and fall, has been brought up to Bennett's boat yard and will go into winter quarters there. In the early spring she will be metaled and prepared to resume work.

The tug D. M. Key, the harbor boat of Taylor Bros.' fleet of towboats, has been laid up for a general overhauling. She will be out of commission for about two months, and will have her engine and boiler thoroughly repaired, and considerable work will be done on her bows and hull.

Topmasts are being placed on the three-masted ram schooner J. H. Hargraves, now in port here. The work is being done by her crew.

The handsome sailing yacht Priscilla, owned by Mr. J. H. Alden of this city, has been taken to the boat yard of Mr. Augustus Dean, at Alexandria, and will be given an overhauling.

While the ice on the river is not heavy enough to prove any serious impediment to steam vessels, it has effectually closed navigation to all sailing craft, and those coming in and going out of port have to be towed.

The schooner Bertha Dean, a well-known visitor to this port during the summer months, when carrying cargoes of ice, put into Vineyard Haven a few days ago in a badly crippled condition and with three feet of water in her hold. While on her way from Baltimore to Boston with coal she ran into a heavy gale and lost several of her sails. The gale caused her to labor heavily and to leak badly, and the pumps had to be kept going constantly to keep her from sinking. Capt. Thomas, the commander of the Dean, has many friends here.

STEAM RAILROADS

New Bill to Regulate Them by Senator McMillan.

UNION STATION PROPOSED

Site on Massachusetts Avenue East of Capitol.

TEXT OF THE MEASURE

A new steam railway bill was introduced in the Senate today by Mr. McMillan. This bill provides a method for the abolition of grade crossings in lieu of the provisions contained in the Baltimore and Ohio and the Baltimore and Potomac railroad bills which became laws at the close of the last Congress. The bill is to effect the relinquishment and surrender by the Baltimore and Potomac Railroad Company of its right to occupy a portion of the mall for a passenger station, and provides for a union passenger station and terminals. Under this bill the union station will be on Massachusetts avenue, a short distance east of North Capitol street. A preamble recites the provisions of railroad legislation in the last Congress, after which the bill provides as follows:

That the Baltimore and Potomac Railroad Company, or the said terminal company, be, and each of them is, hereby empowered and authorized to locate, construct, maintain and operate a double-track railroad, commencing at a point on the railroad of said Baltimore and Potomac Railroad Company at or near the crossing of 2d street southwest, at the elevation of said railroad provided for in the said act of Congress relating to the Baltimore and Potomac Railroad Company, approved February 12, 1901; thence curving toward the north crossing over Virginia avenue with a clearance of fifteen feet above the present curb thereof, crossing over 1st street southwest and Delaware avenue southwest at a point about forty feet north of the north house line of E street, with a clearance of not less than sixteen feet; thence curving to the northward, crossing over Canal street and South Capitol street, with a clearance of fifteen feet above the crubs thereof; thence passing under the intersection of D street with New Jersey avenue, C street southeast and B street southeast, at the intersection with 1st street; thence continuing along the center of 1st street to D street northeast; thence curving to the eastward, crossing under the proposed circle at Massachusetts avenue to a connection with the tracks in the proposed terminal station to be built on the north side of Massachusetts avenue hereinafter provided for; thence running from the said north line of Massachusetts avenue on the terminal station structure hereinafter mentioned northeastwardly to Delaware avenue; thence, still on said terminal structure, and on the easternmost part of the viaduct, hereinafter mentioned, to be located in Delaware avenue, to the north side of M street northeast; thence northwardly, still on Delaware avenue, crossing Florida avenue overhead, by means of a two-span plate girder bridge, or by masonry arches, to the north side of said avenue; thence by a line, still northwardly, curving to the east, and crossing over New York avenue by means of a two-span plate girder bridge, by the most practicable route, in a general northeasterly direction, to a point on the west side of the present Washington Branch railroad, north of the north line of S street, as projected, from which terminal point, on the west side of the Washington Branch railroad, the Baltimore and Potomac Railroad Company, its successors and assigns, shall be, and is hereby, authorized to locate, construct, maintain and operate a line of railroad of two or more tracks, by the most practicable route, to a point of connection with its present railroad near Magruder station, in the state of Maryland: Provided, however, That the portion of said line of railroad lying south of Florida avenue, within the limits of the city of Washington, shall be used for passenger trains only, except in cases of temporary emergency, and then for a period not exceeding twenty-four hours, and no longer, unless the consent of the Commissioners of the District of Columbia shall be obtained therefor.

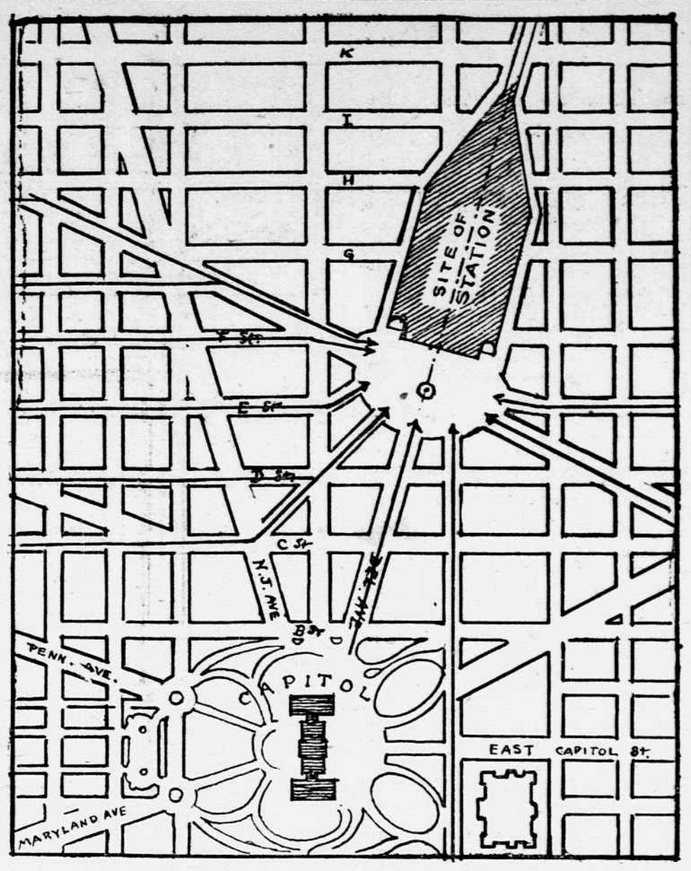
It is the intention of this act that the portion of the line of railroad above authorized, lying between the north line of Massachusetts avenue and the north line of Florida avenue, if constructed by said Baltimore and Potomac Railroad Company, shall be constructed jointly with the said terminal company, and, with the viaduct and elevated terminal carrying the same above or over the streets and avenues of the city, be continuous with the elevated terminal and viaduct of said terminal company; and in that case the cost of said joint works shall be borne by said railroad company and said terminal company in such proportions as they may agree on, or, in the absence of agreement, may be fixed by the Commissioners of the District of Columbia. If, however, the Baltimore and Potomac Railroad Company shall deem it expedient or advisable, and shall so elect, that the whole or any portion of the railroad hereby authorized, south of the point hereinbefore designated, on the west side of the Washington branch railroad, should be constructed and owned by said terminal company, then and thereupon the said Baltimore and Potomac Railroad Company shall acquire, by purchase from the said Baltimore and Ohio Railroad Company, one-half of the whole then issued capital stock of the terminal company, and be entitled to subscribe for and acquire equally with said Baltimore and Ohio Railroad Company all thereafter issued stock of said terminal company; and, upon such election, said terminal company shall have as full power and authority to locate, construct, maintain and operate said line of railroad as it is possessed of with reference to the other works, specified in this act, to be constructed by it, or which it is authorized to construct under the said act relating to the Baltimore and Ohio Railroad Company, approved February 12, 1901.

Sec. 2. That the main passenger station and terminals, for the accommodation of the passenger traffic of both the Baltimore and Ohio Railroad Company and the Baltimore and Potomac Railroad Company, and the passenger traffic of such other companies as may be moved over the railroads of either of said two companies, with its consent, shall be constructed by said terminal company within the area described as follows, namely:

Beginning on the north side of Massachusetts avenue at a distance of 300 feet northwest from the west side of Delaware avenue measured at right angles thereto; thence by a line parallel with Delaware avenue and 300 feet therefrom northeastwardly to a point in the south line of I street northeast; thence by a straight line northeastwardly to a point in the intersection of the west line of Delaware avenue with the south line of L street northeast; thence eastwardly, along the south line of L street northeast, to a point in the intersection with the line of 2d street northeast; thence south, along the west line of 2d street northeast, to a point about eighty feet north of the north house line of H street northeast; thence by a line parallel with and distant 300 feet measured at right angles thereto eastwardly from the east line of Delaware avenue, southwestwardly to a point 220 feet south from the south house line of F street northeast; thence by a line at right angles to Delaware avenue and crossing the same northwestwardly to the point of beginning. The station building to be erected under the provisions of this act shall cost not less than $3,000,000 and shall be monumental in character, and the plans thereof shall be subject to the approval of the Commissioners of the District of Columbia.

And for the purposes of said passenger station and terminal said terminal company is fully authorized and empowered to acquire, take, and use all the lands and property lying within said area, or so much thereof as it may deem necessary.

Sec. 3. That in order to provide the additional facilities necessary to accommodate the passenger traffic of the Baltimore and Potomac Railroad Company the viaduct leading northwardly from the passenger station and terminal between the south side of L street and the north side of M street may occupy so much of the bed of Delaware avenue as lies west of a line drawn parallel with the east building line of said avenue and 40 feet westwardly therefrom: Provided, however, That in the construction of said viaduct, either by said terminal company or by said terminal company and the Baltimore and Potomac Railroad Company jointly, the same shall be so constructed with bridges as to permit K, L and M streets and Florida avenue to be passed



and continued under the same through openings or spaces of sufficient clearance to permit the use of said streets and avenues in the form and manner and of the dimensions shown and indicated on the plan and profiles agreed upon between the Baltimore and Ohio Railroad Company, the terminal company and the Baltimore and Potomac Railroad Company and the Commissioners of the District of Columbia, and now on file in the office of the Engineer Commissioner.

Said viaduct shall be of sufficient width to carry, in addition to the tracks authorized by said act relating to the Baltimore and Ohio Railroad Company, approved February 12, 1901, such tracks as may be required to accommodate the traffic of said Baltimore and Potomac Railroad Company, and a freight track for the Baltimore and Ohio Railroad Company, to be located on the west side of said viaduct.

Sec. 4. That in order to provide terminal facilities for the freight traffic of the Baltimore and Ohio Railroad Company in lieu of those which said company is now authorized to have within the area to be occupied by the passenger station and terminal above described, the said Baltimore and Ohio Railroad Company be, and it is hereby, authorized and empowered (in addition to the power and authority conferred upon it by the provisions of said act relating to it, approved February 12, 1901) to locate, construct, maintain and operate tracks, switches, sheds, warehouses, other structures and facilities necessary or proper for a freight delivery yard and terminal in Eckington, in, over and upon the bed of Quincy street and 3d street between New York avenue and R street, and in and upon the property bounded by New York avenue, Florida avenue, Eckington place and R street, outside the limits of the city of Washington; and also within the city of Washington in, over and upon the bed of 2d street between M and N streets and in and upon square 711; and said company is hereby authorized to acquire by purchase or condemnation as provided in this act the lands and property necessary for the additional freight facilities above mentioned.

Sec. 5. That to accomplish the purposes of this act the following named streets, in addition to the streets vacated, abandoned and closed by the provision of said act relating to the Baltimore and Ohio Railroad Company, approved February 12, 1901, are hereby vacated, abandoned and closed, to wit: In Eckington, T street shall be closed between the west line of 7th street and the west line of 5th street; Thomas street from the west line of 7th street westward; Seaton street from the line of the Metropolitan branch of the Baltimore and Ohio railroad eastward; S street from the Metropolitan branch of the Baltimore and Ohio railroad to the west side of 9th street; Brentwood road from the west side of 7th street to the south side of S street; 3d street from the south side of R street to Florida avenue; Quincy street shall be closed and abandoned. In the city of Washington, Ivy street from New Jersey avenue to South Capitol street; 2d street northeast between N street and Delaware avenue, and the west forty feet of Delaware avenue between the south line of M street and the south side of L street; and also all parts of streets included within the area of the terminal herein described, except K street and L street, it being the intention of this act that all streets, avenues, ways, and alleys within the area to be occupied and used for said terminal and terminal tracks shall be completely vacated, abandoned, and closed, and the use thereof and of any public reservation or street spaces of the United States within said area be granted to the company constructing such terminals for the purposes of the same, except that K street and L street shall be carried under said terminal and terminal tracks by means of bridges, substantially in accordance with the plans agreed upon between the Baltimore and Ohio Railroad Company, the terminal company, and the Baltimore and Potomac Railroad Company and the Commissioners of the District of Columbia, and now on file in the office of the Engineer Commissioner. The Commissioners of the District of Columbia are hereby authorized and directed to cause all streets, avenues, ways, and alleys to be closed as provided in this act, and in accordance with the intent thereof; and also to lay out a circle or plaza at the intersection of Massachusetts avenue and Delaware avenue, and to lay out and open streets leading to such circle, and to change the lines of certain other adjacent streets, as shown on a plan filed in the office of the said commission, and also to make such changes in the existing lines and grades of any street, avenue, or way as may be reasonably required, deemed necesary, or advisable in the construction of the works hereby authorized.

Sec. 6. That the property occupied by the terminal company, or by the Baltimore and Potomac Railroad Company, or by the Baltimore and Ohio Railroad Company under authority of this act, together with the improvements that may be put thereon, shall be subject to taxation in the District of Columbia in the same manner and to the same extent as other property in the District: Provided, That no assessment, valuation or tax shall be made, laid, or levied on the stations, terminals, and lines of railroad located, constructed or maintained under the authority of this act in excess of that which would or could be lawfully made, laid or levied if said stations, terminals, and lines of railroad were located, constructed, and maintained without the use of bridges, tunnels, viaducts, retaining walls, or other structures necessary or properly employed to elevate or to depress the same as required by this act; it being the true intent and meaning hereof that the lines of railroad and terminals hereby authorized shall be assessed and valued for the purpose of taxation and taxed on the same basis as if the same were not constructed and maintained by means of such bridges, tunnels, viaducts, retaining walls, and other structures.

Sec. 7. That before any portion of the work of construction within the city of Washington herein described shall be begun plans thereof in accordance with the provisions of this act shall be prepared by the company undertaking such work, and shall be submitted for approval to the Commissioners of the District of Columbia; also in so far as public parks and reservations may be affected, for approval also of the Secretary of War; and also in so far as underground construction is involved for approval also of the superintendent of the Library of Congress. Duly authenticated copies of said plans shall, after approval, be filed with the Commissioners of the District of Columbia, and all work shall be done in accordance therewith. The company undertaking such work shall deposit with the collector of taxes such sums of money as the Commissioners of the District may reasonably require to cover the cost of District inspection.

Sec. 8. That of the works herein described the lines of railroad leading northward and southward from the main passenger station and terminal connecting the same with lines of the Baltimore and Ohio Railroad Company and lines of the Baltimore and Potomac Railroad Company, respectively, shall be completed, and the main passenger station and terminals shall be ready for occupancy within five years from the date of the passage of this act. The construction of said passenger station and terminal and viaduct by said terminal company, in accordance with the provisions of this act, shall be deemed and taken to be a full compliance by the Baltimore and Ohio Railroad Company with the requirements in that regard of the said act relating to it, approved February 12, 1901, and the respective periods of five and six years from the passage of said act, as mentioned in section 8 thereof, are hereby extended, respectively, for five and six years from the passage of this act. Except as modified by this act, all the provisions of said act relating to the Baltimore and Ohio Railroad Company, approved February 12, 1901, shall be and remain in full force and effect.

The construction of the lines of railroad hereinbefore mentioned, connecting the railroad of said Baltimore and Potomac Railroad Company with said main passenger station and terminal, whether constructed wholly by said Baltimore and Potomac Railroad Company or said terminal company, or partly by each, shall relieve said Baltimore and Potomac Railroad Company of any and all duties and obligations respecting relocation of its present passenger tracks and terminal, and location, construction and operation of new passenger station and new terminal tracks, as prescribed in the act relating to it, approved February 12, 1901: and upon completion either by said railroad company or said terminal company, or in part by one and in part by the other, of said connecting lines of railroad ready for use, in connection with said main passenger station and terminal, as contemplated by this act, and within five years from the passage of this act the said Baltimore and Potomac Railroad Company shall be, and it is hereby, required to remove its present eastern connection between its passenger station and its line on Virginia avenue via 6th street, including the tracks on 6th street, and its western connection via Maryland avenue, and to convey its passenger station building to the United States. And in consideration thereof, and of the relinquishment and surrender by said Baltimore and Potomac Railroad Company of its right to occupy and use the portion of the mall, and to maintain thereon a new passenger station and terminals, granted to said last named company by the act aforesaid in consideration of and as a contribution toward the large expenditures to be made by said company in the relocation and improvement of its line of railroad and elimination of grade crossings resulting therefrom, as required by said act, the sum of $1,500,000 shall be paid to said Baltimore and Potomac Railroad Company, its successors and assigns, out of any moneys in the treasury of the United States not otherwise appropriated, and said sum of $1,500,000 is hereby expressly appropriated for this purpose, and shall be paid upon presentation of a certificate by the Commissioners of the District of Columbia that said passenger station and terminal and connecting lines of railroad contemplated by this act are ready for occupancy. Except as modified by this act, all provisions of said act relating to the Baltimore and Potomac Railroad Company, approved February 12, 1901, and all rights, powers, remedies and processes thereby conferred on said last named company, shall remain and continue in full force, and with like effect as if herein re-enacted at length; and all rights, powers and privileges granted to, or duties imposed upon, said Baltimore and Potomac Railroad Company by this act shall accrue to and devolve upon its successors and assigns, as provided by section 15 of said act relating to said Baltimore and Potomac Railroad Company, approved February 12, 1901, and all provisions of said section shall be applicable thereto in all respects, and in like manner as they are made applicable to the rights, privileges and duties granted to or imposed upon said company by said last mentioned act.

Sec. 9. That in the execution of the powers conferred by this act, or by either of said before-mentioned acts, approved February 12, 1901, by the terminal company, the Baltimore and Potomac Railroad Company, or the Baltimore and Ohio Railroad Company, each of said companies may acquire, by purchase or condemnation, the lands and property necessary for all and every the purposes contemplated by each of said last-mentioned acts and this act, respectively; and such condemnation shall be effected in the manner and by the methods and processes provided by sections 648 to 663, both inclusive, of the Revised Statutes relating to the District of Columbia, which said sections, despite any repeal thereof, are hereby continued in full force and effect, and, for the purposes contemplated by this section, are hereby specially enacted, with like effect as if the same were incorporated herein at length: Provided, That in every case wherein an assessment of damages or an award shall have been returned by the appraisers, the company, upon paying into court the amount so assessed or awarded, may enter upon and take possession of the land and property covered thereby, irrespective of whether exceptions to said assessment or award shall be filed or not, and the subsequent proceeding shall not interfere with or affect such possession, but shall only affect the amount of compensation to be paid.

The said terminal company, in respect of the additional works hereby authorized to be undertaken by it, shall be vested with, and may exercise all the powers, authorities, rights and privileges granted by the provisions of sections 618 to 676, both inclusive, of the Revised Statutes relating to the District of Columbia, to the same extent as if such provisions were fully set forth and enacted herein, and shall also be vested with and enjoy all the powers, authorities, rights and franchises conferred or granted by said act relating to the Baltimore and Ohio Railroad Company, approved February 12, 1901, except the power to sell all its railroad and works and property to the Baltimore and Ohio Railroad Company, as provided in said last-mentioned act: Provided, however, That the Baltimore and Potomac Railroad Company shall have the right to acquire, own and hold one-half of the capital stock of said terminal company, whether now or hereafter issued, and said Baltimore and Ohio Railroad Company shall make necessary transfers thereof accordingly.

The Baltimore and Ohio Railroad Company, the Baltimore and Potomac Railroad Company and the said terminal company shall have power to contract each with the other, or with both the others, in regard to the construction, maintenance, use or operation of any line or lines of railroad, terminals, terminal tracks, stations or other works or properties held, owned or possessed by any of said companies within the District of Columbia, or authorized so to be, or for the lease of the same upon such terms as may be agreed upon between the parties to any such contract. Said terminal company shall also have the right and power, exercisable at any time, to sell and convey, either to the Baltimore and Ohio Railroad Company or to the Baltimore and Potomac Railroad Company, so much of the line of railroad constructed by the said terminal company under the authority of this act, north of the north line of Florida avenue, as may be set apart for the exclusive use of the traffic of either of said railroad companies by their mutual consent; and said terminal company shall also have right and power with like mutual consent to sell and convey to said Baltimore and Potomac Railroad Company the railroad hereby authorized south of said passenger station and terminal which is to connect the latter with the railroad of said Baltimore and Potomac Railroad Company, if, and to the extent to which, said terminal company shall have constructed the same.

Sec. 10. That in the location, construction and maintenance of the connecting line of railroad which the Baltimore and Potomac Railroad Company is by this act authorized and empowered to locate, construct, maintain and operate, from the point hereinbefore mentioned on the west side of the Washington Branch railroad to a point of connection with its railroad near Magruder station, in the state of Maryland, said Baltimore and Potomac Railroad Company shall have, be possessed of and exercise the powers and processes of condemnation as prescribed by section 9 of this act, and also all authorities, rights, powers, privileges and franchises conferred upon or vested in the Baltimore and Ohio Railroad Company by the 12th section of said act relating to it, approved February 12, 1901, in respect to the line of railroad therein authorized, and shall be subject to the same limitations and restrictions as in said 12th section set forth.

Sec. 11. That the provisions of this act shall be duly accepted by the Baltimore and Ohio Railroad Company and the Baltimore and Potomac Railroad Company and the terminal company by resolution duly adopted by the directors of each company and a certified copy thereof filed in the Department of State within ninety days after the passage of this act; and this act shall not take effect until acceptance by said companies in the manner as herein provided; and if any of said companies shall refuse or omit so to accept the same within said period of ninety days then and thereupon this act and all its provisions shall become void and of no effect.

Section 12. That Congress reserves the right to alter, amend or repeal this act.

HYATTSVILLE AND VICINITY.

President of Board of Trade Withdraws His Resignation.

Special Correspondence of The Evening Star.

HYATTSVILLE, Md., January 8, 1902.

The Hyattsville board of trade met last evening in regular session at the office of Mr