

February 24, 1891.

CHAP. 291.—An act to amend an act entitled “An act for the construction of a bridge at South Saint Paul, Minnesota.”

South Saint Paul Belt Railroad Company's bridge over Mississippi River at South Saint Paul, Minn.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act entitled “An act for the construction of a railroad and wagon bridge across the Mississippi River at South Saint Paul, Minnesota,” approved April twenty-sixth, eighteen hundred and ninety, be, and hereby is, amended as follows:

Ante, p. 69, amended.

First, by striking out section one of said bill and substituting in lieu thereof the following, to wit:

Location.

“That the South Saint Paul Belt Railroad Company, its successors and assigns, be, and they are hereby, authorized to construct and maintain, at a point suitable to the interest of navigation, a railroad bridge or a combined railroad, wagon, and foot passenger bridge across the Mississippi river from a suitable point on its west bank, at or near the city of South Saint Paul, in the State of Minnesota, and within the limits of section thirty-five, township twenty-eight, range twenty-two west, to a corresponding point on its east bank, and to lay on or over said bridge a railroad track or tracks for the more perfect connection of any railroad or railroads that are or shall be constructed to said river, on either or both sides thereof at or opposite said places, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, or damage resulting from the same, the cause may be tried before the circuit court of the United States in and for any district in which any portion of said bridge or obstruction touches; said bridge may, at the option of the company building the same, be constructed to provide for the passage of railroad trains alone, or for the passage of railroad trains and for the safe passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, all for such reasonable rates of toll as may be fixed from time to time by the Secretary of War.”

Free navigation.

Litigation.

Railway, or railway, wagon, and foot bridge.

Tolls.

Ante, p. 71, amended.

Second, by striking out section seven of said bill and substituting in lieu thereof the following, to wit:

Commencement and completion extended.

“SEC. 7. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date of the approval of these amendments.

Approved, February 24, 1891.

February 27, 1891.

CHAP. 342.—An act granting right of way to the Junction City and Fort Riley Street Railway Company into and upon the Fort Riley military reservation in the State of Kansas, and for other purposes.

Junction City and Fort Riley Rapid Transit Street Railway Company granted right of way through Fort Riley military reservation, etc., Kans.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the right of way be, and the same is hereby, granted to the Junction City and Fort Riley Rapid Transit Street Railway Company, of Junction City, Geary County, State of Kansas, to construct and operate a line of street railway from a point commencing at or near the north end of the public bridge, over the Republican River in Geary County, near and west of the Union Pacific Railroad bridge; thence north and northeast through said military reservation to a point at or near the post of said Fort Riley as shall hereinafter be designated and determined upon.

Commencing point.

Direction, etc.

SEC. 2. That the location and terminus of this railway, the width of the right of way and dimension of terminal facilities for buildings, turn-tables, and so forth, for the use of said railway within said reservation, shall be made with and subject to the approval of the Secretary of War, or such person or persons as he may designate, and authority is hereby granted said street railway company to construct a bridge for this purpose and to have the exclusive use thereof over said Republican River, at a point to be selected by said Secretary of War, or such person or persons as he may designate, and to land the north end of this said bridge on said reservation and within fifteen hundred feet west of said Union Pacific Railroad bridge.

Secretary of War to approve location, etc.

Company may bridge Republican River, Geary County, Kans. Exclusive use.

Location of bridge.

Fare.

Maximum.

Completion.

SEC. 3. That the fare to be charged by said street railway company for the transportation of all persons in the military service of the United States and their families, either to or from Fort Riley to the opposite terminus of the road, shall not exceed the sum of ten cents each.

SEC. 4. That if the rights hereby conferred shall not be exercised and the road built within three years next after the passage of this act, all the rights and authority hereby granted shall absolutely cease and determine.

Approved, February 27, 1891.

CHAP. 382.—An act to incorporate the Washington and Arlington Railway Company of the District of Columbia.

February 28, 1891.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That W. H. Randle, D. C. Forney, J. S. Lawrence, Beriah Wilkins, C. G. Lee, James L. Barbour, and their associates and assigns, be, and they are hereby, created a body corporate under the name of the Washington and Arlington Railway Company of the District of Columbia, with authority to construct and lay down a single or double track railway, with necessary switches, turn-outs, and other mechanical devices for operating the same, by horse, cable, compressed air or other power to be approved by the Commissioners of the District of Columbia, or electric power, for carrying passengers, parcels, milk, and truck, by the following route, namely: Beginning on Sixth street near B street northwest; along B street and Virginia avenue northwest to Twenty-sixth street; along Twenty-sixth street to M street; along M street and Canal road to a point on the Potomac River at or near the point known as "The Three Sisters," where the said company is hereby authorized to construct and maintain a bridge across the Potomac River on such plans as the Secretary of War may approve; and from thence by, on, and over such lines as may be selected by the said company, with the approval of the Secretary of War, to the northwest entrance of the Arlington Cemetery, and thence through the Arlington estate outside of the cemetery grounds to the south or west line thereof, in the State of Virginia: *Provided*, That said road shall cross the Chesapeake and Ohio Canal on a bridge that shall be so constructed as not to interfere with the use of the bed or tow-path of the canal as a waterway, or as a railway, and in a manner satisfactory to the Secretary of War: *Provided*, That said company shall not operate any part of its line by electric power with overhead wires within the city limits: *Provided*, That should any part of the track herein authorized occupy the same street or avenue with portions of any other duly incorporated street railway in the District of Columbia but one set of tracks shall be used; and the relative conditions of use and of chartered rights may be adjusted upon terms to be mutually agreed upon between the companies, or,*

Washington and Arlington Railway Company incorporated; granted right of way through Fort Meyer reservation and may bridge Potomac River at Washington, D. C. Incorporators. Tracks, etc.

Power.

Location.

May bridge Potomac River at "The Three Sisters."

Provisos.

Chesapeake and Ohio Canal to be bridged.

Overhead wires in city limits.

Coinciding tracks.

Terms for use of other lines.