

April 19, 1890.

CHAP. 100.—An act authorizing the President to appoint and retire John C. Fremont as a major-general in the United States Army.

John C. Fremont.
To be appointed and
retired a major-general
in the Army.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the laws regulating appointments in the Army of the United States be, and they are hereby, suspended for the purposes of this act; and that in view of the services to his country rendered by John C. Fremont, now of New York, as explorer, administrator, and soldier, the President is hereby authorized to nominate, and by and with the advice and consent of the Senate, to appoint him a major general in the Army of the United States, and thereupon to place him on the retired list of the Army with the pay and emoluments of a retired officer with the rank of a major-general, without regard and in addition to the retired list now authorized by law.

Pay and emoluments.

Approved, April 19, 1890.

April 19, 1890.

CHAP. 101.—An act to extend to the port of San Antonio, in the customs collection district of Saluria, in the State of Texas, the privileges of the seventh section of the act approved June tenth, eighteen hundred and eighty, entitled, "An act to amend the statutes in relation to immediate transportation of dutiable goods, and for other purposes."

San Antonio, Tex.
Immediate transportation
privileges extended to.
Vol. 21, p. 174.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the privileges of the seventh section of the act approved June tenth, eighteen hundred and eighty, entitled, "An act to amend the statutes in relation to immediate transportation of dutiable goods, and for other purposes," be, and the same are hereby, extended to the port of San Antonio, in the customs collection district of Siluria, in the State of Texas.

Approved, April 19, 1890.

April 22, 1890.

CHAP. 148.—An act to authorize the Natchitoches Cane River Bridge Company to construct and maintain a bridge across Cane River, in Louisiana.

Natchitoches Cane
River Bridge Com-
pany may bridge Cane
River at Natchitoches,
La.

Wagon bridge.

Location.
Draw.
Proviso.
Lawful structure
and post-route.

Postal telegraph.

Security of navigation.

Secretary of War to
approve plans, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Natchitoches Cane River Bridge Company, a corporation created and existing under and by virtue of the laws of the State of Louisiana, be, and is hereby, authorized to construct and maintain a wagon bridge across the Cane River at such point as may be selected by the said bridge company within the limits of the town of Natchitoches, the said bridge to be so constructed as not to interfere with the navigation of said river, and to be provided with a suitable draw: *Provided,* That any bridge constructed under this act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post-route, and the same is hereby declared to be a post-route, and the United States shall have the right of way for a postal telegraph across said bridge.

SEC. 2. That the bridge authorized to be constructed under this act shall be located and built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the proposed bridge, and a map of the location, giving, for the space of one-half mile above and one-half mile below the proposed location, the topography

of the banks of the river, the shore-lines at high and low water, the direction and strength of the currents, and the soundings, accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

Change of plan while building.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this act at any time; and that if at any time navigation of the said river shall in any manner be obstructed or impaired by the said bridge, the Secretary of War shall have authority, and it shall be his duty, to require the said bridge company to alter and change the said bridge at its own expense, in such manner as may be proper to secure free and complete navigation without impediment; and if upon reasonable notice to said bridge company to make such change or improvements the said company fails to do so, the Secretary of War shall have authority to make the same at the expense of said company, and all the rights conferred by this act shall be forfeited; and Congress shall have power to do any and all things necessary to secure the free navigation of the river.

Amendment. Obstructed navigation.

Subsequent changes, etc.

Forfeiture of rights.

Free navigation.

SEC. 4. That said company shall be permitted to charge and take such rates of toll for crossing said bridge as may be reasonable, subject to the approval of the Secretary of War.

Tolls.

SEC. 5. That the draw provided for the bridge herein authorized to be constructed shall be opened promptly upon reasonable signal for the passing of boats; and said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Opening of draw.

Lights, etc.

SEC. 6. That all telephone and telegraph companies shall be granted equal rights and privileges in the construction and operation of their lines across said bridge; and if actual construction of the bridge herein authorized shall not be commenced within one year from the passage of this act, and be completed within three years from the same date, the rights and privileges hereby granted shall cease and be determined.

Use by telephone and telegraph companies.

Commencement and completion.

Approved, April 22, 1890.

CHAP. 149.—An act to amend an act to authorize the construction of a bridge across Trail Creek, in the city of Michigan City, Indiana.

April 22, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an act to authorize the construction of a bridge across Trail Creek, in the city of Michigan City, Indiana, approved June twenty-ninth, eighteen hundred and eighty-eight, be hereby amended by substituting for section two of the aforesaid act the following:

Bridge across Trail Creek, at Michigan City, Ind. Vol. 25, p. 212, amended.

“SEC. 2. That if the construction of the bridge hereby authorized shall not be commenced within two years from the time this act takes effect and be completed within four years after its commencement, then this act shall be void, and all rights hereby conferred shall cease and determine.”

Commencement and completion extended.

SEC. 2. That all acts or parts of acts inconsistent herewith are hereby repealed.

Repealing clause.

Approved, April 22, 1890.