

so amended, that the time within which said bridge is required to be commenced, shall be one year from the passage of this act, and the time within which it is required to be completed shall be three years from the date of the passage of this act.

Commencement and completion.

Approved, March 15, 1890.

CHAP. 35.—An act to authorize the construction of a bridge over the Arkansas River, in the Indian Territory.

March 15, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kansas and Arkansas Valley Railway, a corporation organized and existing under the laws of the State of Arkansas, and being empowered by act of Congress, approved June first, eighteen hundred and eighty-six, to construct its railway from a point on the eastern boundary line of the Indian Territory, at or near Fort Smith, Arkansas, through said Territory in a northwest direction to a point on the northern boundary line of said Territory, with the power to build a branch as therein provided, the construction and operation of which said line of railway involves the necessity of constructing a bridge across the Arkansas River, in the Indian Territory, from a point at or near Fort Smith be, and the said Kansas and Arkansas Valley Railway, its successors and assigns, are hereby authorized and empowered to construct said bridge across said river, and to maintain and operate the same as a railway, passenger, and wagon bridge.

Kansas and Arkansas Valley Railway may bridge Arkansas River, Indian Territory. Vol. 25, p. 73, supplemented.

SEC. 2. That any bridge authorized to be constructed under this act, whether constructed as a high bridge or a draw bridge, shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe, and to secure that object said company or corporation shall submit to the Secretary of War a design and drawings of said bridge to be erected for his examination and approval and a map of its location, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until said plan and location of said bridge are approved by the Secretary of War said bridge shall not be commenced or built; and should any change be made in the plan of any bridge authorized to be constructed by this act during the progress of the work of construction, such change shall be subject to the approval of the Secretary of War. That all railway companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties, in case they shall not agree.

Bridge at Fort Smith.

Railway, passenger, and wagon.

High or draw.

Security of navigation.

Plans, etc., to be approved by Secretary of War.

Change of plan.

Use by other companies.

Secretary of War to prescribe terms.

Lawful structure and post-route.

SEC. 3. That any bridge built under this act and subject to its limitations shall be a lawful structure, and shall be recognized and known as a post-route, upon which no higher charge shall be made for transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads of the United States.

SEC. 4. That the charges for transportation of passengers and freight in the cars of said company over said bridge shall be subject to, and regulated by, the provisions of section four of the above-recited act of June first, eighteen hundred and eighty-six, authorizing the construction of said railroad in the Indian Territory. The rates of toll which shall be charged for vehicles and foot-passengers over said bridge shall be the same as those now established for like service by

Railroad transportation charges. Vol. 25, p. 74.

Tolls for vehicles, etc.

the laws of Arkansas, as expressed in section five thousand five hundred and forty-six of Mansfield's Digest thereof, eighteen hundred and eighty-four, page one thousand and sixty-eight.

Right to amend, etc., reserved.

Consequent expenditure.

Commencement and completion.

SEC. 5. That the right to alter, amend, or repeal this act, or any part thereof, whenever Congress shall consider it necessary for the public interest, is hereby expressly reserved, and any expenditure required by reason of such legislation by Congress shall be made by the owners of said bridge, or the corporation or parties controlling and using the same, without cost or damage to the United States.

SEC. 6. 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 approval of this act.

Approved, March 15, 1890.

March 17, 1890.

CHAP. 36.—An act making an appropriation for the removal of a dangerous obstruction to the entrance of the harbor at Milwaukee, Wisconsin.

Milwaukee Harbor, Wis.
Removal of sand-bars, etc.
Appropriation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of six thousand one hundred dollars, or so much thereof as may be necessary, for the purpose of removing the sand-bars formed at the entrance or mouth of the harbor at Milwaukee, Wisconsin, and to make the same free and easy of access or passage by boats arriving at or departing from such port.

Approved, March 17, 1890.

March 19, 1890.

CHAP. 37.—An act vesting in the vestry of Christ Church, Washington Parish, District of Columbia, all of the right, title, and interest of the United States of America in and to square south of square one thousand and ninety-two, in the city of Washington, District aforesaid, this being an act to remove a cloud upon the title of said lot.

Vestry of Christ Church, Washington Parish, D. C.
Title of United States to square south of square 1092, quit-claimed to.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all of the right, title, and interest, whether legal or equitable, of the United States of America in and to all that lot or parcel of ground situate in the city of Washington, District of Columbia, and known on the ground plan of the said city as square south of square numbered one thousand and ninety-two, be, and the same hereby is, released and quit-claimed to the vestry of Christ Church, Washington Parish, otherwise called the Vestry of Washington Parish, in the said District, and to their successors forever.

Approved, March 19, 1890.

March 19, 1890.

CHAP. 38.—An act for the erection of a public building in the city of Lansing, in the State of Michigan.

Lansing, Mich.
Public building.

Site.
Building.

Cost.

Appropriation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to acquire, by purchase, condemnation, or otherwise, a site, and cause to be erected thereon a suitable building, including fire-proof vaults, heating and ventilating apparatus, elevators, and approaches, for the use and accommodation of the United States post-office and other Government offices, in the city of Lansing and State of Michigan, the cost of said site and building, including said vaults, heating and ventilating apparatus, elevators, and approaches, complete, not to exceed the sum of one hundred thousand dollars, which said sum of one hundred thousand dollars is hereby appropriated for said pur-