

post-roads in the United States, and equal privileges in the use of said bridge shall be granted to all telegraph companies; and the United States shall have the right of way for a postal telegraph across said bridge. Said bridge shall be built and located under and subject to such regulations for the security of navigation of navigable rivers as the Secretary of War shall prescribe; and to secure that object the said county of Laurens shall submit to the Secretary of War, for his examination and approval, a design and drawing of such bridge, and a map of the location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, and the shore-line at high and low water, channel 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 plans and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of such bridge during the progress of construction thereof, such change shall be subject to the approval of the Secretary of War.

Secretary of War to approve plans, etc.

SEC. 4. 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.

Commencement and completion.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structure, or its entire removal at the expense of the owners, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Amendment.

Approved, June 18, 1888.

CHAP. 397.—An act to authorize the Postmaster-General to cancel mail contract on route number thirty thousand one hundred, and for other purposes.

June 18, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Postmaster-General be, and he is hereby, authorized to terminate the mail contract on route number thirty thousand one hundred, with Charles P. Truslow, and to place the mails at legal rates for transportation, and cause the same to be carried on and by the New Orleans and Gulf Railroad from New Orleans to Bohemia, supplying all intermediate offices along said route, and to advertise and contract with the lowest responsible bidder for carrying the mails over the balance of said route from Bohemia to Port Eads, with weekly side supply to Pilot Town for and during the unexpired time of said Truslow's contract: *Provided,* That said Postmaster-General shall not terminate said Truslow's contract, nor place the mails on said railroad for transportation, nor contract for its carriage from Bohemia to Port Eads, with supply to Pilot Town, unless he first receives a bid for the latter service, and has let the contract for the performance thereof at a price which, when added to the cost of carrying the mail by railroad from New Orleans to Bohemia and supplying the intermediate offices, does not exceed the amount now paid to said Truslow for the same service under his contract.

Postal service. Mail contract on route 30100, Louisiana, may be canceled.

Proviso. New contract for part of route.

Approved, June 18, 1888.

CHAP. 398.—An act for the erection of a public building at Hoboken, New Jersey.

June 18, 1888.

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 purchase, acquire by condemnation, or otherwise provide a site, and

Hoboken, N. J. Public building.

cause to be erected thereon, a substantial and commodious building, with fire proof vaults, for the use and accommodation of the post-office and for other Government uses at Hoboken, New Jersey. The site and building thereon, when completed upon plans and specifications to be previously made and approved by the Secretary of the Treasury, shall not exceed in cost the sum of sixty thousand dollars; nor shall any site be purchased until estimates for the erection of a building which will furnish sufficient accommodations for the transaction of the public business, and which shall not exceed in cost the balance of the sum herein limited after the site shall have been purchased and paid for, shall have been approved by the Secretary of the Treasury; and no purchase of site, nor plan for said building, shall be approved by the Secretary of the Treasury involving an expenditure exceeding the said sum of sixty thousand dollars for site and building; and the site purchased shall leave the building unexposed to danger from fire by an open space of at least forty-feet, including streets and alleys: *Provided*, That no part of said sum shall be expended until a valid title to the said site shall be vested in the United States, nor until the State of New Jersey shall cede to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owner thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process therein.

Approved, June 18, 1888.

June 19, 1888.

CHAP. 419.—An act to incorporate the Eckington and Soldiers' Home Railway Company of the District of Columbia.

Eckington and Soldiers' Home Railway Company, District of Columbia, incorporated.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Edward F. Beale, Edward C. Dean, A. L. Barber, George Truesdell, James L. Barbour, George E. Moore, Charles C. Duncanson, Michael Connor, and Joseph Paul, of the District of Columbia, and their associates, successors, and assigns, be, and they are hereby, created a body corporate under the name of the Eckington and Soldier's Home Railway Company of the District of Columbia, with authority to construct and lay down a single or double-track railway, with the necessary switches, turn-outs, and other mechanical devices and sewer connections necessary to operate the same by horse, cable, or electric power, in the District of Columbia through and along the following avenues, streets, and highways: Commencing on New York avenue at its intersection with Seventh street, northwest, thence eastwardly along said avenue to its intersection with Third street, northeast, thence along Third street north to T street, thence east to Fourth street with the privilege of extending the same northwardly along Fourth street to the Bunker Hill road within one year after said Fourth street shall have been opened and graded: *Provided*, That in order to avoid crossing the Baltimore and Ohio Railroad, the District Commissioners may, if they deem it necessary, require said company to acquire by purchase the right of way along the west side of said railroad from New York avenue to Third street east; also a branch commencing at the intersection of New York avenue with First street, west; and thence north along First street, to the south line of the grounds of the Soldiers' Home; also with the privilege of extending said main line along New York avenue to Ivy City, within one year after said avenue is opened and graded to Ivy City, with the right to run public carriages thereon propelled by horse, electric, or cable power. Said company shall receive a rate of fare not exceeding five cents per passenger for any distance between the termini of said main railway or between the termini of its branch railway, or between either terminus of said main railway and the terminus of said branch railway, but shall sell six tickets for twenty-five cents.

Horse, cable, or electric power.

Location.

Proviso.

Branches.

Fare.