tity of such merchandise is not offered at the port of first arrival to fill
an entire car, or compartment thereof, to forward such merchandise in
cars not secured by the prescribed customs fastenings if the packages
are corded and sealed, under regulations to be prescribed by the Secre-
tary of the Treasury; in all other respects the provisions of the Act
referred to to remain in full force.

Approved, February 2, 1899.

CHAP. 86.—An Act Providing for the construction of a light ship to be located
near Cape Elizabeth, Maine.

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 construct a
light ship, with fog signal, to be located near Cape Elizabeth, Maine, at
a cost not to exceed seventy thousand dollars.

Approved, February 4, 1899.

CHAP. 87.—An Act To authorize the construction of certain bridges over the
waters of Lake Champlain.

Be it enacted by the Senate and House of Representatives of the United
States of America in Congress assembled, That the Rutland-Canadian
Railroad Company, a corporation created by and existing under the
laws of the State of Vermont, its successors and assigns, be, and they
are hereby, authorized and empowered to erect, establish, maintain,
and use railroad bridges and approaches thereto in and across Lake
Champlain at such places, hereinafter provided, as may be selected by
said parties, and approved by the Secretary of War, to wit: A bridge
and its approaches between the town of Colchester, in the county of
Chittenden and State of Vermont, and the town of South Hero, in the
county of Grand Isle and State of Vermont; also a bridge and its
approaches between the towns of Grand Isle and North Hero, in said
county of Grand Isle; also a bridge and its approaches between the
towns of North Hero and Alburg, in said county of Grand Isle; also
a bridge and its approaches between said town of Alburg and the
town of Champlain, in the county of Clinton, in the State of New York;
and also an embankment across the head of Keelers Bay, so called, in
said Lake Champlain, upon the easterly side of said town of South
Hero.

SEC. 2. That each of said bridges shall be provided with a draw suit-
able to accommodate the navigation on Lake Champlain, and shall be
built in such manner as not to interfere with the free navigation of said
lake; and in case of any litigation arising from any obstruction or
alleged obstruction to the free navigation of said lake the cause may
be tried before the circuit court of the United States in and for any
district in which the portion of the structure causing or alleged to
cause such obstruction is situated.

SEC. 3. That all the bridges, approaches, or embankments con-
structed under this Act and according to the conditions and provisions
hereof shall be lawful structures, and shall be known and recognized
as post routes, and the same are hereby declared to be post routes,
upon which, also, no higher charge shall be made for the 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 railroads leading to said bridges; and they shall enjoy the
same rights and privileges as other post routes in the United States.

SEC. 4. That the structures herein authorized shall be built under
and subject to such regulations for the security of navigation on said
lake as the Secretary of War may prescribe; and to secure that object