

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 Secretary 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.

February 4, 1899.

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.

Cape Elizabeth, Me.
Light ship to be built and located at.

Approved, February 4, 1899.

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

February 4, 1899.

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.

Rutland - Canadian Railroad may bridge Lake Champlain.

Location of bridges.

SEC. 2. That each of said bridges shall be provided with a draw suitable 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.

Aids to navigation.

Litigation.

SEC. 3. That all the bridges, approaches, or embankments constructed 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.

Lawful structures and post routes.

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

Secretary of War to approve plans, etc.

said company shall submit to the Secretary of War for his examination and approval general designs and drawings of said bridges and embankments and a map of their location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the lake, the direction of the current, the soundings showing the bed of the lake, and the location of any bridge or bridges or other structures within such distance, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until such plans are approved by the Secretary of War the construction of the bridges and embankments shall not be commenced, and if any change is made in the plan of any of said structures during the progress of construction or after completion such change shall be subject to the approval of the Secretary of War, and be made at the expense of the owners of said structure.

SEC. 5. That the draws of said bridges shall be opened upon reasonable signal, for the passage of boats; and such lights or other signals shall, at the expense of said company, its successors and assigns, be maintained on all of said structures, from sunset to sunrise, as the Light-House Board shall prescribe, and said company, its successors and assigns, may establish reasonable rates of toll for transportation of persons and property over said structures: *Provided*, That such rates of toll shall be subject to the approval of the Secretary of War.

SEC. 6. That this Act shall be null and void, except as to structures completed, if actual construction of the bridges herein authorized be not commenced within two years and completed within four years from the passage of this Act.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 4, 1899.

February 4, 1899.

CHAP. 88.—An Act To authorize the Little River Valley Railway Company to construct and operate a railway through the Choctaw and Chickasaw nations, in the Indian Territory, and branches thereof, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Little River Valley Railway Company, a corporation under and by virtue of the laws of the State of Arkansas, be, and the same is hereby, invested and empowered with the right of locating, constructing, owning, and equipping, operating, using, and maintaining a railway, telegraph, and telephone lines through the Choctaw and Chickasaw nations, in the Indian Territory, beginning at the point where said railway now intersects the boundary line between the State of Arkansas and the Choctaw Nation, in Little River County, Arkansas; thence running by the most feasible and practical route in a westerly direction through said Choctaw Nation to such point at or near Atoka, in said nation, as said corporation may select; thence from such point in a northwesterly direction up the valley of the Washita River, through the Choctaw and Chickasaw nations, to the boundary line between the Chickasaw Nation and Oklahoma Territory; and at the most feasible and practical points on the main line contemplated herein opposite the towns of Clarksville and Paris, in the State of Texas, the said railway company is invested with like authority to build and operate branches thereof from said main line in the Choctaw Nation to Red River or the boundary line between the State of Texas and the Choctaw Nation; and said railway company shall have the right to construct, use, and maintain such tracks, turn-outs, and sidings as said company may deem it necessary and to their interest to construct and maintain along and upon the right of way and depot grounds herein provided for.

SEC. 2. That said corporation is authorized to take and use for all purposes of a railway and telegraph and telephone line, and for no

—changes.

Draws.
Lights.

Toll.
Proviso.
—approval.

Commencement and
completion.

Amendment.

Little River Valley
Railway granted right
of way through Choctaw
and Chickasaw
nations, Indian Territory.

Location.

Branches.

Tracks, turn-outs,
etc.

Width of right of
way.