

Effect of certificate.	be a bar to the collection and recovery from any subsequent purchaser of any tax or assessment omitted from and which may be a lien upon the real estate mentioned in said certificate, and said lien shall be discharged as to such subsequent purchaser, but shall not affect the liability of the person who owned the property at the time such tax was assessed to pay the same, mentioned in said certificate. And it is hereby declared that all public records which have any reference or in any way relate to real or personal property in said District shall be open to the public for inspection free of charge.
Records open to inspection.	
Repeal.	"All acts or parts of acts inconsistent with any of the provisions of this act are hereby repealed."
	Approved, May 13, 1892.

May 23, 1892.

CHAP. 76.—An act authorizing the construction of a wagon and motor bridge over the Missouri River at Saint Charles, Missouri.

Occidental Bridge and Construction Company may bridge Mississippi River at Saint Charles, Mo.	<i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the Occidental Bridge and Construction Company, duly incorporated under the laws of Missouri, is hereby, authorized to construct and maintain a bridge, and approaches thereto, across the Missouri River, between the city of Saint Charles, Missouri, and Saint Louis County, Missouri, at a point at least one-third of a mile from any other bridge, to be selected consistent with the interests of river navigation. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, street railway cars, motor cars, animals, foot passengers, and for all road travel for such reasonable rates of toll and under such reasonable rules and regulations as may be prescribed by its said company, and to be approved from time to time by the Secretary of War: <i>Provided,</i> That the said company, or its successors and assigns, shall build and maintain at all times, as accessory works to said bridge, such booms, piers, dikes, guard fences, and similar devices as may be necessary, in the judgment of the Secretary of War, to insure at all times a permanent channel for a sufficient distance above and below the bridge site, and for the guiding of rafts, steamboats, and other water craft safely under said bridge: <i>Provided further,</i> That the said company, or its successors and assigns, shall maintain on said bridge, from sunset to sunrise, such lights and other signals as the Light-House Board shall prescribe.
Street railway, etc., bridge.	
Toll.	
Provisions.	
Aids to navigation.	
Lights, etc.	
Secretary of War to approve plans, etc.	SEC. 2. That said bridge shall not be built or commenced until the plan and specifications for its construction have been submitted to the Secretary of War for his approval, nor until he shall approve the plan and location of said bridge and accessory works; and if any change be made in the plan of construction of said bridge and accessory works at any time, such change shall be subject to the approval of the Secretary of War; and any change in the construction or any alteration of said bridge and accessory works that may be directed at any time by Congress or the Secretary of War shall be made at the cost and expense of the said company or its successors and assigns; that the said bridge shall be constructed without interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted, and in order to secure that object the said company, or its successors and assigns, shall submit to the Secretary of War, for his examination and approval, a design and drawings of said bridge and accessory works and a map of the proposed location, giving for the space of one mile above and one mile below such proposed location the topography of the banks of the river, with shore lines and soundings, and such other information as may be required for a full understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the construction of said bridge shall not be commenced.
Unobstructed navigation.	

SEC. 3. That said bridge shall be built as a high bridge with unbroken and continuous spans, all spans over the water way to have a clear channel way of not less than four hundred feet, and a clear headroom of not less than fifty-five feet above high water mark; and the piers of said bridge shall be parallel with the current of said river, and the bridge itself at right angles thereto.

Spans.

SEC. 4. That the Secretary of War is hereby authorized and directed, upon receiving such plan and other information, and upon being satisfied that a bridge so built will conform to the requirements of this act, to notify the company authorized to build the same that he approves of the same; and upon receiving such notification the said company may proceed to erect said bridge, conforming strictly to the approved plan and location, and should any change be made in the plan of the bridge or accessory works during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

Work to commence upon approval of plans, etc.

SEC 5. 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 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 street railways or public highways leading to the said bridge, and it shall enjoy the rights and privileges of other post roads in the United States; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for postal telegraph purposes.

Lawful structure and post route.

Postal telegraph.

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 thereof.

Commencement and completion.

SEC. 7. That this act shall take effect and be in force from and after its passage; and the right to alter, amend, or repeal this act is hereby expressly reserved.

Amendment, etc.

Approved, May 23, 1892.

CHAP. 77.—An act to provide for a term of the United States circuit and district courts at Evanston, Wyoming.

May 23, 1892.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter, and until otherwise provided by law, there shall be held annually, on the first Monday in July a term of the circuit and district courts for the district of Wyoming at the town of Evanston, in said district, said term to be in addition to the terms now required by law to be held at the city of Cheyenne, in said district.

Wyoming judicial district.

Term at Evanston.

SEC. 2. That the marshal and clerk of said district shall each, respectively, appoint at least one deputy, to reside in said town of Evanston, unless he himself shall reside there, and he shall also maintain an office at that place.

Deputy marshal and clerk.

SEC. 3. That the judge of the United States circuit or district court for said district may, by order, from time to time, appoint and hold special terms of said courts in said district, whenever the interest of the public and the condition of the docket shall so require.

Special terms.

Approved, May 23, 1892.

CHAP. 78.—An act to vacate that part of Madison street, Georgetown, west of Back street, and extend Y street in Burleith, in the District of Columbia.

May 25 1892.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioners of the District of Columbia be, and they are hereby, authorized and directed

District of Columbia.