

and ninety-three, be, and the same is hereby, amended so as to read as follows:

Licenses near schools, etc., forbidden. Vol. 27, p. 567, amended.

Measuring distance.

Provisions. Hotels.

Oaths, etc., by excise board.

Penalties.

Assistant clerk. Vol. 27, p. 564.

Sworn informants. Vol. 27, p. 567.

"SEC. 16. That license for any of the purposes specified in any section of said Act shall not be granted to any person to conduct such business within four hundred feet of a public schoolhouse, private school, or house of religious worship, measured between the nearest entrance to each by the shortest course of travel between such place of business and any schoolhouse, private school, or house of religious worship, except in such places of business as were located and licensed at the date of the said Act or previous to the erection or occupation of such schoolhouse, private school, or place of religious worship: *Provided*, That no hotel hereafter established shall be licensed that has less than twenty-five rooms for guests, and all Acts and parts of Acts inconsistent herewith are repealed: *Provided*, The members of the Excise Board shall have the power to administer oaths or affirmations in any matter affected by the operation of this Act. And any person having taken such oath or affirmation who shall knowingly and corruptly give false testimony before said board or any member thereof as to a material fact shall be deemed guilty of perjury, and on conviction shall be punished by a fine of not more than five hundred dollars, or by imprisonment at hard labor for not more than two years, or both at the discretion of the court."

That section three of said Act be, and the same is hereby, amended by adding thereto the following: "And said Board shall appoint an assistant clerk at a salary not to exceed one thousand dollars."

That section fifteen of said Act be, and the same is hereby, amended by striking out the words "of two reputable citizens of the District" and inserting in lieu thereof the words "satisfactory to either of them"

Approved, May 11, 1894.

May 12, 1894.

**CHAP. 75.**—An Act To authorize the Commissioner of the General Land Office to issue a patent to Mace-Clements's survey, numbered three hundred and eighty-six, in the Virginia military-district of Ohio.

Public lands.

Patent to survey No. 586, Virginia military district, Ohio.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the Commissioner of the General Land Office of the United States be, and he is hereby, authorized and directed to issue the patent of the United States granting the lands embraced and described in Mace Clements's survey, numbered three hundred and eighty-six, in the Virginia military district, in the State of Ohio, as the same is bounded in the report of said survey returned to the principal surveyor of said district at Chillicothe, Ohio, upon the application and proof of the persons now in the possession of said lands, claiming title thereto under the deeds for the same from Nathaniel Massie, dated June second, eighteen hundred and four.

Approved, May 12, 1894.

May 12, 1894.

**CHAP. 76.**—An Act To authorize the construction of a bridge across the Mississippi River at Red Wing, Minnesota.

Red Wing, Minn., may bridge Mississippi River.

Foot and wagon bridge.

Free navigation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the city of Red Wing, in the State of Minnesota, a municipal corporation existing under the laws of the State of Minnesota, is hereby authorized and empowered to erect, establish, and maintain, or authorize the erection, establishment, and maintenance of a foot and wagon bridge across the Mississippi River at a point suitable to the interests of navigation, from a point near Bluff street, in the city of Red Wing, State of Minnesota, so as to connect with the opposite shore of said river in the State of Wisconsin; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect

the rights and privileges hereby granted, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river the cause may be tried before the circuit court of the United States in and for any district in which any portion of said bridge or obstruction touches. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be fixed by the said city of Red Wing from time to time and approved by the Secretary of War.

Toll.

SEC. 2. That any bridge built under the provisions of this Act shall be constructed as a high bridge, with a channel span giving a clear width of waterway of not less than three hundred and eighty feet and a clear headroom of not less than fifty-five feet above high-water mark, as understood at the point of location, and the clear headroom under other than channel spans may be reduced to ten feet above high-water mark; and the piers of said bridge shall be parallel with the current of the river.

High bridge.

SEC. 3. That any bridge constructed under this Act and according to its provisions and conditions shall be a lawful structure, over which may be transmitted the mails, troops, and munitions of war of the United States free of charge; and the United States shall have the right of way for postal-telegraph purposes across said bridge.

Lawful structure and post route.

Postal telegraph.

SEC. 4. That the structure herein authorized shall be built and located under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe, and to secure that object the corporation shall submit to the Secretary of War, for his examination and approval, a design and drawing of the 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, the shore lines at high and low water, the direction and strength of the current, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as shall be required for a full and satisfactory understanding of the subject; and until the said plans and location of the bridge are decided by the Secretary of War to be such as will not materially affect the interest of navigation the bridge shall not be commenced or built; and should any change be made in the plan of said bridge during the progress of construction such change shall be subject to the approval of the Secretary of War; and the said structure shall at all times be so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and for the safety of vessels passing at night there shall be displayed on said bridge, from the hours of sunset to sunrise, such lights as may be prescribed by the Light-House Board; and the said structure shall be changed or removed, at the cost and expense of the owners thereof, from time to time, as Congress may direct, so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridge shall be subject to revocation and modification by law when the public good shall, in the judgment of Congress, so require, without any expense or charge to the United States.

Secretary of War to approve plans, etc.

Changes.

Lights, etc.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment, etc.

SEC. 6. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within four years from the date thereof.

Commencement and completion.

Approved, May 12, 1894.

May 25, 1894.

**CHAP. 77.**—An Act To provide for the sale of new tickets by the street railway companies of the District of Columbia.

District of Columbia.  
Street railways, etc., to sell only new tickets.

Proviso.  
Interchange of tickets.

Penalty for violation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That after thirty days from the passage of this Act, each street railway and street herdic transportation company in the District of Columbia shall issue its own tickets, and sell no tickets issued by any other company. Such tickets shall be printed and sold in sheets of six tickets each, and after having been once used shall be canceled by the company which issued the same: *Provided,* That all street-railway companies and herdic transportation companies doing business in the District of Columbia, shall receive and exchange tickets with each other, and said companies shall make monthly settlements with each other, and shall redeem in money any tickets in excess of the number of tickets exchanged.

**SEC. 2.** That any street railway or street herdic transportation company doing business in the District of Columbia which shall violate the provisions of this act shall be liable to a fine of not to exceed ten dollars for each offense, to be recovered in any court of competent jurisdiction.

Approved, May 25, 1894.

May 28, 1894.

**CHAP. 79.**—An Act To amend the Act of June twenty-second, eighteen hundred and ninety-two, entitled "An Act to authorize the construction of a bridge across the Missouri River at the city of Yankton, South Dakota."

Bridge across Missouri River at Yankton, S. Dak.  
Vol. 27, p. 56.

Time for construction extended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section six of the Act of June twenty-second, eighteen hundred and ninety-two, entitled "An Act to authorize the construction of a bridge across the Missouri River at the city of Yankton, South Dakota," is amended so as to read as follows:

"**SEC. 6.** That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within four years from the twenty second day of June, eighteen hundred and ninety-four."

Approved, May 28, 1894.

May 28, 1894.

**CHAP. 80.**—An Act Authorizing the Texarkana and Shreveport Railroad Company to bridge Sulphur River, in the State of Arkansas.

Texarkana and Shreveport Railroad Company may bridge Sulphur River, Ark.

Railway, wagon, and foot bridge.

Draw bridge.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Texarkana and Shreveport Railroad Company, its successors or assigns, be, and is hereby, authorized to construct and maintain a railway bridge and approaches thereto over and across Sulphur River in the State of Arkansas, at or near the point where the north and south line between sections twenty-seven and twenty-eight in township eighteen south, in range twenty-seven west, of the fifth principal meridian intersects said river near the south boundary line of said sections. Said bridge shall be constructed to provide for the passage of railway trains and, at the option of said company, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be approved from time to time by the Secretary of War. That said bridge shall be a drawbridge with a draw over the main channel of the river at an accessible navigable point and with such clear width of opening and distance above high-water mark as may be prescribed by the Secretary of War, and, as nearly as practicable, said opening shall be accessible at all stages of water, and the piers and draw rest shall be parallel with and the bridge at right angles to the current of the river; and no riprap or other outside protection