

- Draw.** SEC. 2. That said bridge shall be constructed with a suitable pontoon draw giving not less than four hundred feet clear channel way for each navigable channel of the river, and such other openings for the passage of rafts and logs as in the opinion of the Secretary of War may be necessary: *Provided*, That said draws shall be opened promptly upon reasonable signal to allow the passage of boats.
- Proviso.**  
**Opening draw.**  
**Secretary of War to approve plans, etc.** SEC. 3. That said bridge 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 said parties shall submit to the Secretary of War, for his examination and approval, a design and drawings 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 low and high water, the direction and strength of the currents at all stages, 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 may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built, and should any changes be made in the plan of said bridge during the progress of construction or after completion, such changes shall be subject to the approval of the Secretary of War; and the said bridges shall be constructed with such aids to the passage of said bridge, in the form of booms, dikes, piers, or other suitable and proper structures for confining the flow of water to a permanent and easily navigated channel, for a distance of not less than one mile above the bridge location, and for the guiding of rafts, steamboats, and other water craft safely through the draw and raft spans, as the Secretary of War shall prescribe and order to be constructed and maintained at the expense of the company owning said bridge; and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through said structure.
- Changes.**
- Aids to navigation.**
- Lights, etc.** SEC. 4. That the said parties shall maintain at their own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.
- Amendment, etc.** SEC. 5. That the right to alter, amend, or repeal this act, or any part thereof, at any time, by the Congress of the United States, is hereby expressly reserved; and any change in the construction or any alteration of said bridge that may be directed at any time by Congress or the Secretary of War, shall be at the expense of the owners of said bridge or the parties operating and controlling the same.
- Commencement and completion.** SEC. 6. That if actual construction of the bridge herein authorized shall not be commenced within one year and completed within three years from the date of the approval of this act the rights and privileges hereby granted shall cease and be determined.

Approved, June 22, 1892.

June 22, 1892.

**CHAP. 127.**—An act to include lot numbered fifty-three in block eighty-nine, at Hot Springs, Arkansas, in the public reservation at that place.

Hot Springs, Ark.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That lot numbered fifty-three in block eighty-nine, of the town of Hot Springs, in the State of Arkansas, as surveyed and laid out according to an act of Congress approved March third, eighteen hundred and seventy-seven, under the direction and supervision of the Hot Springs commission, be, and the same is hereby, reserved from sale, and the same is hereby declared to be a part of the permanent public reservation at Hot Springs, and that it shall be subject to the same laws, rules, and regulations that apply to said permanent reservation as now defined.

Reservation of lot 53, block 89.

Vol. 19, p. 377.

Approved, June 22, 1892.

**CHAP. 130.**—An act to confirm New Madrid location survey numbered twenty-four hundred and seventy-five and to provide for the issue of a patent therefor.

June 24, 1892.

*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 is hereby authorized and directed to issue a patent conveying the title of the United States to Charles Lucas and Asa Morgan and their legal representatives and assigns in and to the northeast fractional quarter of section thirty-five in township forty-nine of range seventeen west, south of the Missouri River, which said land was located by the said Lucas and Morgan under a New Madrid certificate of location numbered one hundred and thirty-four, and upon which land the city of Boonville, Missouri, is now located.

Charles Lucas and  
Asa Morgan.  
Land patent to.

Approved, June 24, 1892.

**CHAP. 132.**—An act to provide an American register for the steamer Foxhall, of New Orleans, Louisiana.

June 25, 1892.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Commissioner of Navigation is hereby authorized and directed to cause the foreign-built steamer Foxhall, of New Orleans, Louisiana, purchased and owned by Lawrence C. Fallon, an American citizen, and repaired by him, to be registered as a vessel of the United States.

"Foxhall."  
American register to  
foreign-built steamer.

**SEC. 2.** That the Secretary of the Treasury be, and hereby is, authorized and directed to authorize and direct the inspection of said steam vessel, steam boilers, steam pipes, and the appurtenances of said boilers, and cause to be granted the proper and usual certificates issued to steam vessels of the merchant marine, without reference to the fact that said steam boilers, steam pipes, and appurtenances were not constructed pursuant to the laws of the United States and were not constructed of iron stamped pursuant to said laws; and the test to be applied to the inspection of said boilers, steam pipes, and appurtenances will be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United States for marine purposes, save the fact that said boilers, steam pipes, and appurtenances not being constructed pursuant to the requirements of the laws of the United States, and are of unstamped iron, shall not be an obstacle to the granting of the usual certificate if said boilers, steam pipes, and appurtenances are found to be of sufficient strength and safety.

Inspection.

Approved, June 25, 1892.

**CHAP. 133.**—An act to amend an act entitled "An act to forfeit certain lands heretofore granted for the purpose of aiding in the construction of railroads, and for other purposes."

June 25, 1892.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section three of an act entitled "An act to forfeit certain lands heretofore granted for the purpose of aiding in the construction of railroads, and for other purposes," be, and the same is, amended so as to extend the time within which persons actually residing upon lands forfeited by said act shall be permitted to purchase the same in the quantities and upon the terms provided in said section at any time within three years from the passage of said act.

Forfeited land  
grants.  
Right of settlers to  
purchase extended  
one year.

Vol. 26, p. 496.

Approved, June 25, 1892.