

February 21, 1894.

CHAP. 29.—An Act Fixing the limit of indebtedness which may be incurred by Salt Lake City.

Salt Lake City,
Utah.
Limit of indebted-
ness fixed.

Excess void.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Salt Lake City, in the Territory of Utah, may become indebted to an amount in the aggregate, including existing indebtedness, not to exceed six per centum on the value of the taxable property within said city, to be ascertained by the last assessment for Territorial and county taxes previous to the incurring of such indebtedness; and all bonds and obligations in excess of such amount given by said city shall be void.

Approved, February 21, 1894.

February 24, 1894.

CHAP. 30.—An Act Granting to the Des Moines Rapids Power Company the right to erect, construct, operate, and maintain a wing dam, canal, and power station in the Mississippi River in Hancock County, Illinois.

Des Moines Rapids
Power Company may
build dam, etc., Mis-
sissippi River, Ill.

Provisos.
Navigation not ob-
structed.

Secretary of War to
approve plans, etc.

Commencement and
completion.

Amendment, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Des Moines Rapids Power Company, a corporation created and organized under the laws of the State of Illinois, its successors and assigns, to erect, construct, operate, and maintain a canal along the east bank of the Mississippi River, between Nauyoo and Hamilton, in Hancock County, in the State of Illinois, to erect, construct, operate, and maintain a power station thereon, and to project, erect, construct, operate, and maintain a wing dam five hundred feet into the river from the head of said canal, and to make such other improvements as may be necessary within said limit for the development of water power and the generation, use, and transmission thereof of electric energy and power at, in, and upon the Des Moines Rapids of the Mississippi River: *Provided,* That the constructions hereby authorized do not in any way interfere with the existing low-water channel over the Des Moines Rapids, or with any interests of navigation: *And provided further,* That until the plans and locations of the works herein authorized, so far as they affect the interests of navigation, have been approved by the Secretary of War the canal shall not be commenced or built.

SEC. 2. That this act shall be null and void if actual construction of the works herein authorized be not commenced within two years and completed within four years from the date hereof.

SEC. 3. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, February 24, 1894.

March 6, 1894.

CHAP. 31.—An Act To extend the time for building a street railway on the military reservation, Fort Riley, Kansas.

Fort Riley Reserva-
tion, Kans.

Time for building
street railway across,
extended.
Vol. 26, p. 789.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act of Congress granting right of way to the Junction City and Fort Riley Rapid Transit Street Railway Company into and upon the Fort Riley military reservation, in the State of Kansas, approved February twenty-seventh, eighteen hundred and ninety-one, is hereby amended so that the time for building the said street railway shall be extended eighteen months beyond the date mentioned in the said Act so as to cease and determine on the twenty-seventh day of August, eighteen hundred and ninety-five.

Approved, March 6, 1894.

CHAP. 32.—An Act Providing for the rescue of the armament and wreck of the United States war ship Kearsarge.

March 9, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of forty-five thousand dollars, or so much thereof as may be found necessary, is hereby appropriated, from any moneys in the Treasury not otherwise appropriated, to be expended under the direction of the Secretary of the Navy, for the purpose of reclaiming the wreck of the United States ship of war Kearsarge and her equipment: *Provided,* That no greater sum than ten thousand dollars of the aforesaid appropriation be expended if the attempt to reclaim the ship proves a failure.

"Kearsarge."
Appropriation for
rescuing wreck of
ship of war.

Provido.
Limit.

Approved, March 9, 1894.

CHAP. 33.—An Act To authorize the construction of a bridge over the Arkansas River at or near Van Buren, Arkansas.

March 9, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Fort Smith and Van Buren Railway Company, a corporation organized and existing under the laws of the State of Arkansas and being empowered by the terms of its charter to construct its railway from a point on the northern limits of the city of Fort Smith, Arkansas, to Van Buren, Arkansas, the construction and operation of said line of railway involving the construction of a bridge across the Arkansas River at a point at or near the city of Van Buren, be, and the said Fort Smith and Van Buren Railway Company, its successors and assigns, are hereby, authorized and empowered to construct said bridge across said river, and to maintain and operate the same as a railway, passenger, and wagon bridge.

Fort Smith and Van
Buren Railway Com-
pany may bridge Ar-
kansas River at Van
Buren, Ark.

Railway, wagon,
and foot bridge.

SEC. 2. That any bridge authorized to be constructed under this Act, whether constructed as a high bridge or a drawbridge, shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object said company or corporation shall submit to the Secretary of War a design and drawing of said bridge to be erected for his examination and approval, and a map of its location, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location of said bridge are approved by the Secretary of War said bridge shall not be commenced or built; and should any change be made in the plan of any bridge authorized to be constructed by this Act during the progress of the work of construction, such change shall be subject to the approval of the Secretary of War: *Provided,* That if the bridge herein authorized be built as a drawbridge, the draw shall be opened promptly upon reasonable signal for the passage of boats; and whatever kind of bridge is built, the said company shall maintain thereon, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe. That all railway companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties, in case they shall not agree.

Secretary of War to
approve plans, etc.

Changes.

Provido.
Draw.

Lights, etc.
Use by other railway
companies.

Terms.

SEC. 3. 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 no higher charge shall be made for 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 railroad or public highways leading to the said bridge;

Lawful structure
and post route.