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| <p>Engineer commis- sion to report on span, etc.</p> | <p>Minimum length.</p> | <p>Compensation.</p> | <p>Time of filing re- port.</p> | <p>Lights, etc.</p> | <p>Toll.</p> | <p>Subject to inter- state-commerce law.</p> | <p>Lawful structure and post route.</p> | <p>Acceptance, plans, etc., to be filed with Secretary of War.</p> | <p>Commencement and completion.</p> | <p>Yearly expenditure.</p> | <p>Amendment, etc.</p> |
| <p>made; and the President shall appoint a board, consisting of five com- petent, disinterested, expert bridge engineers, of whom one shall be either the Chief of Engineers or any member of the Corps of Engineers of the United States Army, and the others from civil life, who shall, within thirty days after their appointment, meet together and, after examination of the question, shall, within sixty days after their first meeting, recommend what length of span, not less than two thousand feet, would be safe and practicable for a railroad bridge to be con- structed over said river, and file such recommendation with the Secre- tary of War, but it shall not be final or conclusive until it has received his written approval. In case any vacancy shall occur in said board, the President shall fill the same. The compensation and expenses of said board of engineers shall be fixed by the Secretary of War and paid by the said bridge companies, which said companies shall deposit with the Secretary of War such sum of money as he may designate and require for such purpose: <i>Provided, always,</i> That nothing herein con- tained shall be construed as preventing the said board of engineers from meeting, investigating, and filing their recommendation after the expiration of said time herein mentioned.</p> <p>Fourth. The companies operating under this law shall maintain on the bridge, at their own expense, from sunset to sunrise, such lights and signals as the United States Light-House Board may prescribe.</p> <p>Fifth. The said company or companies availing themselves of the privileges of this Act shall not charge a higher rate of toll than author- ized by the laws of the State of New York or New Jersey, and the mails and troops of the United States shall be transported free of charge over said bridge.</p> <p>Sixth. That said company or companies shall be subject to the inter- state-commerce law, and to all amendments thereof, and when such bridge is constructed under the provisions of this Act it shall be a lawful military and post road and a lawful structure.</p> <p>Seventh. That the said company or companies availing themselves of the privileges of this Act shall file an acceptance of its terms with the Secretary of War, and shall submit to the Secretary of War, within one year after the passage of this Act, for examination and approval, drawings showing plan and location of the bridge and its approaches; and the construction of said bridge shall be commenced within one year after said location and plans have been approved of, as herein provided; and said company or companies shall expend, within the first year after construction has commenced, as herein required, not less than two hundred and fifty thousand dollars in money, and in each year thereafter not less than one million of dollars in money in the actual construction work of said bridge, which shall be reported to the Secretary of War; and the said bridge shall be completed within ten years from the commencement of the construction of the same, as herein required; and, unless the actual construction of said bridge shall be commenced, proceeded with, and completed within the time and according to the provisions herein provided, this Act shall be null and void.</p> <p>The right to amend, alter, modify, or repeal this Act is hereby reserved.</p> | | | | | | | | | | | |

Approved, June 7, 1894.

June 8, 1894.

CHAP. 102.—An Act To amend section eight of "An Act to authorize the con-
struction of a bridge across the Calumet River," approved March first, eighteen hun-
dred and ninety-three.

Bridge across Calu-
met River, Cook
County, Ill.

Vol. 27, p. 515.

*Be it enacted by the Senate and House of Representatives of the United
States of America in Congress assembled,* That section eight of "An
Act to authorize the construction of a bridge across the Calumet River,"
approved March first, eighteen hundred and ninety-three, be, and is
hereby, amended so that the time within which the actual construction

of said bridge may be commenced is hereby extended for the period of one year, and the time for the completion of said bridge is hereby extended for the period of three years from the date of the approval of this Act.

Time for constructing extended.

The right of Congress to alter, amend, or repeal this act is hereby reserved.

Amendment, etc.

Approved, June 8, 1894.

CHAP. 103.—An Act To authorize the Missouri River Power Company of Montana to construct a dam across the Missouri River.

June 8, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of the Government is hereby given to the Missouri River Power Company of Montana, its successors or assigns, to construct across the Missouri River, at some point at or near the southeast corner of Township Eleven north, of Range Two west, Montana meridian, to be approved by the Secretary of War, a dam, canal, and the appurtenances thereof, for water power and other purposes, and in connection therewith a foot-bridge or bridges for public use. Said dam shall be constructed under the supervision and control of the Secretary of War, and before the same shall be commenced the plans and specifications shall be approved by the Secretary of War. The dam shall be furnished with a suitable boom and log sluice, and the company, or its successors and assigns, shall execute to the United States, with sureties approved by the Secretary of War, a bond in such sum as the Secretary may determine, conditioned to indemnify the United States against all claims for damages for overflow or otherwise caused by the construction of said dam.

Missouri River Power Company may dam Missouri River, Montana.

Secretary of War to approve plans, etc.

Sluice, etc.

SEC. 2. That the United States shall be secured a free right of way for constructions and approaches to said dam for transferring boats and freight around the same, and a free use of water power for operating such construction works.

Government use, etc.

SEC. 3. That the right to alter, amend, or repeal this Act is hereby expressly reserved, and the rights and privileges hereby granted to said Missouri River Power Company shall expire at the end of fifty years from and after the approval of this Act.

Amendment, etc.

Approved, June 8, 1894.

CHAP. 104.—An Act To donate to the county of Laramie, Wyoming, certain bridges on the abandoned Fort Laramie military reservation, and for other purposes.

June 14, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the bridges erected on the Fort Laramie military reservation by the United States in the county of Laramie, Wyoming, are hereby donated to the said county of Laramie, on the condition that the said county shall keep the said bridges in repair and open, free of charge, for the use of the traveling public and the military authorities of the United States, and the Secretary of the Interior shall reserve from sale and entry of the public lands the grounds upon which the said bridges are located and sufficient land for their protection and for approaches thereto.

Fort Laramie, Wyo. Bridges on abandoned reservation donated to Laramie County.

Acceptance.

SEC. 2. That this act shall be of no effect one year after the date of its passage unless the said county of Laramie shall file in writing, within the said period, with the Secretary of the Interior, its acceptance of the terms of this act: *Provided,* That if the said county shall any time fail to conform to the conditions of this act, the said bridges and the lands that may be reserved shall revert to the United States.

Proviso. Reversion.

Approved, June 14, 1894.