

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.

**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.

Acceptance.

Proviso. Reversion.

Approved, June 14, 1894.

June 14, 1894.

**CHAP. 105.**—An Act To authorize the Pennsylvania and New Jersey Railroad Companies, or either of them, to construct and maintain a bridge over the Delaware River between the States of New Jersey and Pennsylvania.

Pennsylvania and New Jersey Railroad Companies may bridge Delaware River, Philadelphia.

Railroad, etc., bridge.

Spans.

Proviso.  
Opening draw.

Secretary of War to approve plans, etc.

Commencement and completion.

Lawful structure and post road.

Tolls.

Postal telegraph.  
Proviso.  
Use by other companies.

Compensation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Pennsylvania and New Jersey Railroad Company, organized under the authority of the State of Pennsylvania, and the Pennsylvania and New Jersey Railroad Company, organized under the authority of the State of New Jersey, or either of said companies, are hereby authorized to locate, build, maintain, equip, and operate a bridge and the appurtenances and works connected therewith across the Delaware River between a point in the city of Philadelphia and State of Pennsylvania above the foot of Roxborough street and within a distance of two miles from the point at which the Frankford Creek enters the said Delaware River, and a point in the State of New Jersey above the shore end of the Fishers Point Dyke and within two miles from the point where the Pensauken Creek enters the said river, and to lay one or more tracks thereon for the connection of railroads on either side of said river (and may, at any time, at its or their option, also adapt and use said bridge for ordinary travel) in order to facilitate interstate commerce and the transportation of persons and property, and for postal, military, and other purposes. Said bridge shall be constructed with a channel span of five hundred feet in length, having a clear headroom at high water of forty feet and a draw span with a clear waterway of one hundred and twenty-five feet on each side of the pier, the length of each of the remaining spans not to be less than three hundred feet: *Provided*, That said draw shall be opened promptly upon reasonable signal for the passage of vessels and boats.*

SEC. 2. That the said company or companies shall, at least three months previous to the erection of the said bridge, submit to the Secretary of War a plan of the bridge, with a detailed map showing the proposed site of the bridge and the river for a distance of one mile above and one mile below such site, with such other information as the Secretary of War may require for a full and satisfactory understanding of the subject; and he shall thereupon approve said plan or such modification thereof as he may deem necessary for the security of navigation, and upon approval thereof he shall so notify the said company, or companies, which shall thereupon have the authority to proceed with the construction of said bridge; but until the Secretary of War approves the plan of said bridge the erection of the same shall not be commenced. And no change shall be made in the plan during the progress of such work except with the approval of the Secretary of War.

SEC. 3. That if the company or companies shall fail to present plans to the Secretary of War for a period of more than one year after the approval of this Act, or shall fail to commence the construction of said bridge within two years after the approval of the Secretary of War, or shall fail to complete the same within seven years after such approval, then, in either of said events, this Act shall be null and void.

SEC. 4. That the said bridge and the railroads thereover constructed under the provisions of this Act shall be a lawful structure, and shall be recognized and known as a post road. Reasonable tolls may be collected by said company or companies for passage thereover, but no higher charge shall be made for the transmission of the mails, troops, and munitions of war of the United States than the rate per mile paid for their transportation over the railroads or public highways leading to said bridge; and the United States shall have the right of way for postal telegraph purposes across the bridge: *Provided*, That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railroad trains or cars over the same, and over the approaches to the same, upon the payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad