

costs, including compensation of the referees, shall be made a part of the award and be paid by such railroad company.

Limitations.

SEC. 4. That all lands acquired under the provisions of this Act shall be used for railroad purposes strictly, and not more than twenty acres of land at any one station shall be acquired hereunder by any one railroad company; nor shall any additional land be so acquired which is not contiguous to land already occupied for railroad purposes.

Received by the President, April 14, 1896.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

May 1, 1896.

CHAP. 147.—An Act To provide for reimbursement of the expense of constructing a sewer upon the permanent reservation at Hot Springs, Arkansas.

Hot Springs, Ark.  
Payment for sewer.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Interior be, and he is hereby, authorized and directed to pay to Albert B. Gaines, S. H. Stitt, and A. S. Garnett, of Hot Springs, Arkansas, S. W. Fordyce, of Saint Louis, Missouri, and Charles B. Platt, of the city of New York, out of any money under his control derived from leases of bath-house sites and from the sale of lots on the Hot Springs Reservation, Arkansas, and available for the protection and improvement of said reservation, the sum of nine hundred and thirty dollars, in reimbursement of the amount actually expended by said persons in the construction of a sewer upon the permanent reservation at Hot Springs, Arkansas.

Approved, May 1, 1896.

May 4, 1896.

CHAP. 150.—An Act To amend an Act entitled "An Act to authorize the Oregon and Washington Bridge Company to construct and maintain a bridge across the Columbia River, between the State of Oregon and the State of Washington, and to establish it as a post road."

Oregon and Wash-  
ington Bridge Com-  
pany.

Time extended for  
bridging Columbia  
River.  
Vol. 26, p. 25.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That "An Act to authorize the Oregon and Washington Bridge Company to construct and maintain a bridge across the Columbia River, between the State of Oregon and the State of Washington, and to establish it as a post road," approved March twenty-fourth, eighteen hundred and ninety, be, and the same is hereby, extended, revived, and declared to be in full force and effect from and after March twenty-fourth, eighteen hundred and ninety-two. Section twelve of said Act, which provides that said Act shall be null and void if actual construction of the bridge therein authorized be not commenced within two years and completed within four years from the date of the approval thereof, shall be, and the same is hereby, so amended that the time within which said bridge is required to be commenced shall be within two years from June twenty-fourth, eighteen hundred and ninety-five, and the time within which it is required that said bridge be completed shall be within four years from the twenty-fourth day of June, eighteen hundred and ninety-five.

Approved, May 4, 1896.

**CHAP. 151.**—An Act To revive and reenact the Act entitled “An Act to authorize the building of a railroad bridge at Little Rock, Arkansas,” approved March second, eighteen hundred and ninety-one.

May 4, 1896.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act approved March second, eighteen hundred and ninety-one, granting the Little Rock Bridge and Terminal Railway Company authority to construct and maintain a bridge and approaches thereto over the Arkansas River at a point on said river at or near the city of Little Rock, in the State of Arkansas, which Act has expired by limitation, be, and is hereby, revived and reenacted.

Little Rock Bridge and Terminal Railway Company.

Time extended for bridging Arkansas River, Little Rock, Ark.  
Vol. 26, p. 797.

**SEC. 2.** That section seven of the said Act be amended so as to read as follows:

“**SEC. 7.** That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from July first, eighteen hundred and ninety-six; and all the benefits of this Act shall inure and belong to the Little Rock Bridge and Terminal Railway Company, a corporation existing under the laws of Arkansas, its successors or assigns: *Provided*, That the navigation of the Arkansas River shall not be obstructed by false work during the construction of said bridge.”

Commencement and completion.  
Vol. 26, p. 799.

*Provided.*  
Navigation not to be obstructed.

Approved, May 4, 1896.

**CHAP. 152.**—An Act Authorizing the Aransas Harbor Terminal Railway Company to construct a bridge across the Corpus Christi Channel, known as the Morris and Cummings Ship Channel, in Aransas County, Texas.

May 4, 1896.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Aransas Harbor Terminal Railway Company, a corporation chartered under the laws of the State of Texas, is hereby authorized and empowered to erect, construct, maintain, and operate a bridge over and across the Corpus Christi Channel, known as the Morris and Cummings Ship Channel, in Aransas County, Texas. Said bridge shall be constructed to provide for the passage of railway trains on and over a double or single track, as said Aransas Harbor Terminal Railway Company may elect.

Aransas Harbor Terminal Railway Company may bridge Morris and Cummings Ship Channel, Texas.

Railway bridge.

Drawbridge.

**SEC. 2.** That said bridge shall be constructed as a drawbridge, with the drawspan over the main navigable channel, of such clear width of opening or openings as the Secretary of War may decide to be necessary to afford free passage to such vessels and boats as navigate said channel: *Provided*, That said bridge shall be opened promptly upon reasonable signal for the passage of boats and other water craft, except when trains are passing over the draw or turn; but in no case shall unnecessary delay occur in opening the draw or turn after the passage of trains, or at any other time; and the said Aransas Harbor Terminal Railway Company shall maintain at its own expense from sunset to sunrise such lights or other signals on said bridge as shall be prescribed by the United States Light-House Board; and no bridge shall be erected and maintained under the authority of this Act which shall at any time substantially or materially obstruct the free navigation of said channel; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of such bridge to be made as will effectually obviate such obstruction, and all such alterations shall be made, and all such obstructions be removed at the expense of the owner or owners of said bridge. And in case of any litigation growing out of said obstruction, or alleged obstruction, to the navigation of said channel, caused, or alleged to be caused, by said bridge, the suit may be brought in the circuit court of the United States in which any portion of said obstruction or bridge may be located: *Provided further*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference

*Provided.*  
Opening draw.

Lights, etc.

Unobstructed navigation.

Litigation.

Existing laws not affected.