

February 10, 1900.

CHAP. 17.—An Act To amend section four of the Act of Congress approved June sixteenth, eighteen hundred and eighty, granting to the city of Hot Springs, Arkansas, certain lands as a city park, and for other purposes.

Hot Springs, Ark.
Relinquishment of
certain land granted
to, etc.
Vol. 21, p. 289.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section four of the Act of Congress approved June sixteenth, eighteen hundred and eighty, granting to the city of Hot Springs, Arkansas, a parcel of land known as the cemetery lot for a city park only, be amended so as to read as follows:

“That whenever the city of Hot Springs, Arkansas, shall relinquish to the United States of America all its right, title, and interest in and to the following-described lot or parcel of land, being a part of said cemetery lot, but which is now described in the plats and surveys of said city as lot sixteen, block seventy-eight, to wit: Commencing at the southwest corner of the said city park, in block seventy-eight of the Hot Springs Reservation, and formerly known as cemetery lot, and running thence easterly along the north line of Benton street one hundred and fifty feet; thence northerly two hundred and thirty-five feet to a point on the north line of said park one hundred and fifty feet easterly of the northwest corner thereof; thence to said northeast corner; thence along the west boundary line of said park two hundred and sixty-two and seven-tenths feet to the point of beginning, the same being a part of said lot sixteen, in block seventy-eight aforesaid, which is hereby reserved by the United States as a site for the public building provided for by Act of Congress approved March second, eighteen hundred and ninety-nine, the right and title of the United States to all the remaining part of said cemetery lot, now known as lot sixteen, in block seventy-eight, shall vest absolutely in the city of Hot Springs, Arkansas, for city park, city building, auditorium, or other public purposes.”

Vol. 30, p. 983.

Approved, February 10, 1900.

February 13, 1900.

CHAP. 18.—An Act Granting permission and authority to the Orleans levee board to move, without cost to the United States, the existing line of levee in front of the marine-hospital property in New Orleans, Louisiana.

New Orleans, La.
Orleans levee board
may move line of
levee in front of ma-
rine hospital, etc.

Front street, open-
ing of, etc.

Provisos.
—limit on use of by
railroads, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That permission and authority be, and they are hereby, granted to the Orleans levee board to move, without cost to the United States, the existing line of levee in front of the United States marine-hospital property in New Orleans, Louisiana, in the square bounded by State street, Henry Clay avenue, Tchoupitoulas street, and the Mississippi River; said line of levee to be moved outwardly in the direction of said river to the new line of levee established by the said Orleans levee board, and that the city of New Orleans be, and it is hereby, authorized to extend, lay out, open and to keep open, through the said marine-hospital property, the street known as Front street, one hundred and ten feet wide, extending from Penniston street to the upper limits of the city of New Orleans, a distance of about five miles, as provided for under ordinance of the city of New Orleans, numbered fifteen thousand and eighty, council series, approved March first, eighteen hundred and ninety-nine: *Provided,* That in case the said city of New Orleans has granted, or shall grant, a right of way over said street to any railway company, corporation, firm, or person, or that said street shall be used for railway purposes, such grant, privilege, or use shall be upon condition that no part of said street within the limits of said marine-hospital property (or within one thousand feet from the same) shall be used for depot purposes, or railroad yard, or for the purpose of switching,

shifting, or parking cars, or making up or breaking up trains of cars, or for any other purpose than the ordinary transit, without stopping, of railway trains: *And provided further*, That the inner line of said Front street shall not be located at any point nearer than eight feet to the present iron fence inclosing the grounds of said marine-hospital property; and the violation of any of the provisions of this Act shall, as to the person, company, railway company, municipal corporation, or other corporation so violating any of said provisions, cause a revocation of all rights and privileges given or granted by this Act.

—location of inner line of, etc.

Penalty.

SEC. 2. That jurisdiction, power, and authority be, and are hereby, recognized by the United States as existing in the city of New Orleans to regulate and make improvements in said street as thus opened and extended as fully and completely as over any other portion of said street, or as fully and completely as said city of New Orleans now has, by her charter and the laws of the State of Louisiana, power and authority to regulate, to make improvements in, or govern any other street in said city.

Jurisdiction over street granted city, etc.

Approved, February 13, 1900.

CHAP. 19.—An Act To amend section forty-two hundred and ninety of the Revised Statutes, relating to log entry of collisions.

February 14, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-two hundred and ninety of the Revised Statutes be amended by adding the following:

Entries of collisions to be made in log books. R. S., sec. 4290, p. 828, amended.

“Twelfth. In every case of collision in which it is practicable so to do, the master shall, immediately after the occurrence, cause a statement thereof, and of the circumstances under which the same occurred, to be entered in the official log book. Such entry shall be made in the manner prescribed in section forty-two hundred and ninety-one, and failure to make such entry shall subject the offender to the penalties prescribed by section forty-two hundred and ninety-two.”

—how made; penalty.

SEC. 2. That this Act shall take effect sixty days after its passage.

Effect.

Approved, February 14, 1900.

CHAP. 20.—An Act For the preservation of the frigate Constitution.

February 14, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is hereby authorized to place the frigate Constitution, now lying at the Boston Navy-Yard, as near as may be consistent with her preservation, in the same condition as regards her hull and rigging as she was when in active service: *Provided*, That before beginning on such work a sufficient sum of money to complete such work shall be raised through the agency of the Massachusetts State Society United States Daughters of Eighteen Hundred and Twelve and placed at his disposal for the purpose.

Frigate Constitution. Preservation, etc., of.

Approved, February 14, 1900.

CHAP. 21.—An Act To authorize the Southeastern Railroad Company to construct and maintain a bridge across the Lumber River within the boundary lines of Robeson County, North Carolina.

February 15, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Southeastern Railroad Company, a corporation created and existing under an act of the gen-

Southeastern Railroad may bridge Lumber River, N. C.