

Bonds may be issued to pay for construction, etc.

the laws of Maryland; and, further, that the said Rock Creek Railway Company of the District of Columbia shall be, and it hereby is, authorized and empowered to issue its bonds to aid in paying for the construction and equipment of its railroad, and the purchase and lease, construction, and equipment of any and all future acquisitions and extensions as hereinbefore are, or that may hereafter be, provided for, and to secure the said bonds by mortgage or deed of trust of its rights of way, and all its property of what kind soever, whether real, personal, or mixed, including its franchises as a corporation; and as proof and notice of the legal execution and effectual delivery of any such mortgage or deed of trust, the same shall be filed and recorded in the office of the recorder of deeds for the District of Columbia: *Provided, however,* That the bonds hereby authorized shall at no time exceed in the aggregate amount of their face value one-half of the capital stock of said company actually subscribed and paid in: *And provided further,* That for the purpose of fixing the amount of the capital stock of said company the cost of purchase or lease, construction, or equipment of the acquisition and extension aforesaid shall be deemed as part of the actual cost of rights of way, construction, equipment, motive power, and necessary lands and buildings, as provided for by the third section of the act amending the charter of the said company, approved May twenty-eighth, eighteen hundred and ninety; and the time for the completion of said road is hereby extended six months from and after the twentieth of November, eighteen hundred and ninety-one.

Provisos.

Limit of bond issue.

Increase of capital stock.

Ante, p. 122.
Time for completion extended.

Amendment, etc.

SEC. 2. That Congress reserves the right to alter, amend, or repeal this act.

Approved, March 3, 1891.

March 3, 1891.

CHAP. 525.—An act to make Enfield, Connecticut, a port of delivery in the district of Hartford.

Enfield, Conn.
Made a port of delivery, Hartford district.

Vol. 24, p. 498.

R. S., sec. 2533, p. 498, amended.

Immediate transportation facilities.
Vol. 21, p. 174.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in addition to the places designated in the act of March third, eighteen hundred and eighty-seven, as ports of delivery, the town of Enfield, village of Thompsonville, in the State of Connecticut, within the said district of Hartford, is hereby constituted a port of delivery within the meaning of said act of March third, eighteen hundred and eighty-seven, and of the act to which said act of March third, eighteen hundred and eighty-seven, is an amendment.

SEC. 2. That the privileges of the seventh section of the act of June tenth, eighteen hundred and eighty, entitled "An act to amend the statutes in relation to immediate transportation of dutiable goods, and for other purposes," be, and they hereby are, extended to the said town of Enfield, village of Thompsonville, district and State aforesaid.

Approved, March 3, 1891.

March 3, 1891.

CHAP. 526.—An act to authorize the building of a bridge at Van Buren, Arkansas, across the Arkansas River.

Van Buren Pontoon Bridge Company may bridge Arkansas River at Van Buren, Ark.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Van Buren Pontoon Bridge Company, a corporation organized under the laws of the State of Arkansas, its successors and assigns, be, and are hereby, authorized to construct and maintain a pontoon bridge and approaches thereto across the Arkansas River in front of Van Buren, at a point at least one mile from any other similar bridge, and which

shall not be detrimental to the interest of navigation or of any river improvement. Said bridge shall be constructed so as to provide for the passage of wagons and vehicles of all kinds, animals, and foot passengers, and for all road travel, for such reasonable rates of toll, and under such reasonable rules and regulations as may be prescribed by said corporation, its successors or assigns, and approved from time to time by the Secretary of War.

Wagon and foot bridge.
Toll, etc.

SEC. 2. 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 also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than is charged other parties for like privileges; and it shall enjoy the rights and privileges of other post roads in the United States, and the United States shall have the right of way across said bridge and its approaches for postal telegraph purposes; and equal rights as to constructing and maintaining their lines over said bridge shall be granted to all telegraph and telephone companies desiring to use the same.

Lawful structure and post route.

Postal telegraph.
Use by telegraph and telephone companies.

SEC. 3. That said bridge shall be constructed as a pontoon draw span bridge, and shall contain a pontoon draw span of not less than three hundred feet in length, which said draw span shall be maintained on the main channel of the river at an accessible and navigable point; and the piers of said bridge shall be parallel with, and the bridge itself at right angles to, the current of the river: *Provided, also,* That said draw shall be opened promptly by the said company, upon a reasonable signal, for the passage of boats and rafts; and said company or corporation shall maintain at their own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. No bridge shall be constructed or maintained under the authority of this act which shall at any time substantially or materially obstruct the free navigation of said river; and if any bridge erected under said authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said 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 arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, suit may be brought in the district court of the United States for the western district of the State of Arkansas to remove or remedy the same: *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 to the protection of the navigation of rivers, or to exempt this bridge from the operation of the same.

Draw.

Provisos.
Opening draw.

Lights, etc.

Unobstructed navigation.

Changes.

Litigation.

Existing laws for protecting navigation.

SEC. 4. That any bridge authorized to be constructed under this act 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 the said company or corporation shall submit to the Secretary of War, for his examination and approval a design and drawings of the said bridge, and a map of the location, giving, for the space of one mile above and one mile below the proposed location, the high and low water lines upon the banks of the river, the direction and strength of the current at all stages, with the soundings, accurately showing the bed of the stream, and the location of any other bridge or bridges; such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until such plan and location of said bridge are approved by the Secretary of War the bridge shall not be commenced

Secretary of War to approve plans, etc.

or built; and should any change be made in the plan of said bridge during the progress of construction, or after completion, such change shall be subject to the approval of the Secretary of War.

Amendment, etc.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in the said structure, or its entire removal, at the expense of the owners thereof, whenever the Secretary of War shall decide that the public interest so requires, is also expressly reserved.

Commencement and completion.

SEC. 6. 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 the date thereof.

Approved, March 3, 1891.

March 3, 1891.

CHAP. 527.—An act to provide for the purchase of a site and the erection of a public building thereon at Philadelphia, in the State of Pennsylvania.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to acquire, by purchase, condemnation, or otherwise, a site and cause to be erected thereon a suitable building, including fireproof vaults, heating and ventilating apparatus, elevators, and approaches, for the use and accommodation of the United States Mint, in the city of Philadelphia and State of Pennsylvania, the cost of said site and building, including said vaults, heating and ventilating apparatus, elevators, and approaches, complete, not to exceed the sum of two million dollars.

Appropriation for expenses immediately available.

So much of the appropriation as may be necessary to defray traveling expenses and other expenses incident to the selection of the site, and for necessary survey thereof, shall be immediately available.

Preparation of plans.

So much of said appropriation as may be necessary for the preparation of sketch-plans, drawings, specifications, and detailed estimates for the building by the Supervising Architect of the Treasury Department shall be available immediately upon the selection of the site by the Secretary of the Treasury.

No money available until title, etc., pass.

No money appropriated shall be available, except as hereinbefore provided, until a valid title to the site for said building shall be vested in the United States, nor until the State of Pennsylvania shall have ceded to the United States exclusive jurisdiction over the same, during the time the United States shall be or remain the owner thereof, for all purposes except the administration of the criminal laws of said State and the service of civil process therein.

Balance to be used for building.

After the said site shall have been paid for, and the sketch-plans and detailed drawings for the building shall have been prepared by the Supervising Architect, and approved by the Secretary of the Treasury and Director of the Mint, the balance of appropriation shall be available for the erection and completion of the building, including fire-proof vaults, heating and ventilating apparatus, elevators, and approaches, and such balance of the appropriation as may remain available after the building shall have been completed shall be applied to and used in the purchase of apparatus for the purposes of the mint.

Open space.

The building shall be unexposed to danger from fire by an open space of at least forty feet on each side, including streets and alleys.

Old building to be disposed of.

That the Secretary of the Treasury be, and he is hereby, further directed, when the new building herein authorized to be erected shall have been completed, to dispose of the present United States mint building in the city of Philadelphia and State of Pennsylvania, at private or public sale, and to give a quit-claim deed to the purchaser