

Lawful structure and post route.

SEC. 3. 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 munitions of war of the United States, or passengers or freight over said bridge, than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge, and it shall enjoy the rights and privileges of other post roads of the United States; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for said postal-telegraph purposes.

Telegraph and telephone companies.

Rights of railroads to use.

SEC. 4. That all railroad companies desiring the use of said bridge and its approaches shall have and be entitled to equal rights and privileges relative to the passage of trains over the same upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any of them, desiring such use shall fail to agree upon the sum or sums to be paid, or upon rules and conditions to which each shall conform in using said bridge and approaches, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

—disagreement of with owner of bridge.

Commencement and completion.

SEC. 5. 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 hereof.

Amendment.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 2, 1899.

February 2, 1899.

**CHAP. 83.**—An Act To change and fix the time for holding the district and circuit courts of the United States for the northern division of the eastern district of Tennessee.

Tennessee judicial district.  
Terms of court, northern division, eastern district, at Knoxville.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the terms of the circuit and district courts of the United States for the northern division of the eastern district of Tennessee, held at Knoxville, Tennessee, shall commence on the second Monday in March and September of each year, instead of the first Monday in March and September, as is now provided by law; and each of said terms shall continue as long as the presiding judge may deem necessary.

Pending cases.

SEC. 2. That no action, suit, proceeding, information, indictment, recognizance, bail bond, or other process in either of said courts shall abate or be rendered invalid by reason of the change of time in the holding of the terms of said courts, but the same shall be deemed to be returnable to, pending, and triable at the terms herein provided for.

Repeal.

SEC. 3. That all laws and parts of laws conflicting with this Act be, and are hereby, repealed.

Approved, February 2, 1899.

February 2, 1899.

**CHAP. 84.**—An Act To amend section five of the Act approved June tenth, eighteen hundred and eighty, governing the immediate transportation of dutiable goods without appraisement.

Immediate transportation of dutiable goods.  
Forwarding of small quantities in unlocked, etc., cars.  
Vol. 21, p. 174, amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section five of the Act approved June tenth, eighteen hundred and eighty, governing the immediate transportation of dutiable goods without appraisement, be, and the same is hereby, so amended as to allow common carriers bonded under the provisions of said Act, in instances where a sufficient quan-

tity of such merchandise is not offered at the port of first arrival to fill an entire car, or compartment thereof, to forward such merchandise in cars not secured by the prescribed customs fastenings if the packages are corded and sealed, under regulations to be prescribed by the Secretary of the Treasury; in all other respects the provisions of the Act referred to to remain in full force.

Approved, February 2, 1899.

**CHAP. 86.**—An Act Providing for the construction of a light ship to be located near Cape Elizabeth, Maine.

February 4, 1899.

*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 construct a light ship, with fog signal, to be located near Cape Elizabeth, Maine, at a cost not to exceed seventy thousand dollars.

Cape Elizabeth, Me.  
Light ship to be built and located at.

Approved, February 4, 1899.

**CHAP. 87.**—An Act To authorize the construction of certain bridges over the waters of Lake Champlain.

February 4, 1899.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Rutland-Canadian Railroad Company, a corporation created by and existing under the laws of the State of Vermont, its successors and assigns, be, and they are hereby, authorized and empowered to erect, establish, maintain, and use railroad bridges and approaches thereto in and across Lake Champlain at such places, hereinafter provided, as may be selected by said parties, and approved by the Secretary of War, to wit: A bridge and its approaches between the town of Colchester, in the county of Chittenden and State of Vermont, and the town of South Hero, in the county of Grand Isle and State of Vermont; also a bridge and its approaches between the towns of Grand Isle and North Hero, in said county of Grand Isle; also a bridge and its approaches between the towns of North Hero and Alburg, in said county of Grand Isle; also a bridge and its approaches between said town of Alburg and the town of Champlain, in the county of Clinton, in the State of New York; and also an embankment across the head of Keelers Bay, so called, in said Lake Champlain, upon the easterly side of said town of South Hero.

Rutland - Canadian Railroad may bridge Lake Champlain.

Location of bridges.

**SEC. 2.** That each of said bridges shall be provided with a draw suitable to accommodate the navigation on Lake Champlain, and shall be built in such manner as not to interfere with the free navigation of said lake; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said lake the cause may be tried before the circuit court of the United States in and for any district in which the portion of the structure causing or alleged to cause such obstruction is situated.

Aids to navigation.

Litigation.

**SEC. 3.** That all the bridges, approaches, or embankments constructed under this Act and according to the conditions and provisions hereof shall be lawful structures, and shall be known and recognized as post routes, and the same are hereby declared to be post routes, 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 the rate per mile paid for the transportation over the railroads leading to said bridges; and they shall enjoy the same rights and privileges as other post routes in the United States.

Lawful structures and post routes.

**SEC. 4.** That the structures herein authorized shall be built under and subject to such regulations for the security of navigation on said lake as the Secretary of War may prescribe; and to secure that object

Secretary of War to approve plans, etc.