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their borders, including all proper expenses necessarily incurred by said States and Territories on account of said forces having been so called into active service as aforesaid, and also all proper claims paid or assumed by said States and Territories for horses and equipments actually lost by said forces while in the line of duty in active service (excepting and excluding therefrom any claim said State of Oregon may have for money expended and indebtedness assumed or incurred in suppressing Modoc Indian hostilities during the Modoc Indian war, and in defending that State from invasion by said Indians during the years eighteen hundred and seventy-two and eighteen hundred and seventy-three, which were submitted to and passed upon, by either approval or rejection, by Inspector-General James A. Hardie, United States Army). Said accounts for and on behalf of said State of Texas shall be confined to claims arising since the twentieth day of October, eighteen hundred and sixty-five, and shall include the necessary expenses of defense against Mexican raids or invasions as well as those for defense against Indian hostilities, and for and on behalf of said Territories of Idaho and Washington for said claims arising in the years eighteen hundred and seventy-seven and eighteen hundred and seventy-eight.

Allowances for service and all expenditures rated.

SEC. 2. That no higher rate shall be allowed for the services of said forces, and for supplies, transportation, and other proper expenses, than was allowed and paid by the United States for similar services in the same grade and for the same time in the United States Army serving in said States and Territories, and for similar supplies, transportation, and other proper expenses during the same time furnished the United States Army in the same country; and no allowance shall be made for services of such forces except for the time during which they were engaged in active service in the field; and no allowance shall be made for the services of any person in more than one capacity at the same time, or for any expenditures for which the Secretary of War shall decide there was no necessity at the time and under all the circumstances.

Vouchers, evidence, etc., to be filed with Secretary of Treasury.

SEC. 3. That to enable the said officers to make the examination and investigation herein authorized the governors of the said States and Territories, respectively, or their duly-authorized agents, shall file with the Secretary of the Treasury abstracts and statements of all such claims by said States and Territories, showing the amounts of such expenditures and indebtedness and the purposes for which they were made, and accompanied with proper vouchers and evidence.

Report to be made to Congress.

SEC. 4. That the Secretary of the Treasury shall, at the earliest practicable time, report to Congress for final action the results of such examination and investigation, and the amount or amounts found to have been properly expended for the purposes aforesaid: *Provided*, That whenever the examination of the accounts of any State or Territory hereinbefore mentioned shall have been completed, the same shall be separately reported to Congress, without reference to the final examination of the accounts of any other State or Territory.

SEC. 5. That any military services performed and expenditures on account thereof incurred during the Territorial organization of Nevada, and paid for or assumed by either said Territory or said State of Nevada, shall be also included, and examined and reported to Congress in the same manner as like services and expenditures shall be examined and reported for the State of Nevada.

Approved, June 27, 1882.

June 27, 1882.

CHAP. 242.—An act authorizing the Sioux City and Pacific Railroad Company to construct and maintain a Railroad Bridge over the Missouri River.

Sioux City and Pacific Railroad

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Sioux City and Pacific

Railroad Company, a corporation existing under the laws of the State of Iowa, or its assigns, are hereby authorized, for the purpose of making a more perfect connection for its line over the Missouri River, to construct and maintain a railroad bridge across said river at the most suitable and convenient point within ten miles of the present crossing, between the County of Washington in the State of Nebraska, and the County of Harrison in the State of Iowa.

Company to build bridge over the Missouri River.

SEC. 2.—That said bridge shall be constructed and built without material interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted; and in order to secure a compliance with these conditions the corporation, previous to commencing the construction of the bridge, or of the accessory works designed to secure the best practical channel-way for navigation and confine the flow of the water to a permanent channel at said point, shall submit to the Secretary of War a plan of the bridge and of such accessory works, together with a detailed map of the river at the proposed site of the bridge and for a distance of a mile above and below the site, together with all other information touching said bridge and river and accessory works as may be deemed requisite by the Secretary of War to determine whether the said bridge, when built, will conform to the prescribed conditions of this act; that said bridge shall be constructed and built without material interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted.

Plan, etc., to be submitted to Secretary of War.

Provided, That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation in any case than fifty feet above extreme high water mark, as understood at the point of location, to the bottom chord of the bridge, nor shall the spans of said bridge be less than two hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of said river, and the main span shall be over the main channel of the river, and not less than three hundred feet in length: *And provided also*, That if any bridge built under this act shall be constructed as a draw-bridge, the same shall be constructed as a pivot-draw-bridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in length in the clear on each side of the central or pivot pier of the draw, and the next adjoining span or spans to the draw shall not be less than two hundred and fifty feet. *Provided, also*, That said draw shall be opened promptly upon reasonable signal for the passing of boats; and said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge, as the Light House Board shall prescribe. *Provided, also*, That all railway companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof and of all the approaches thereto, under and upon such terms, and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties in case they shall not agree.

Proviso.
Form and construction.

Proviso.
Draw.

Lights.

Proviso.
Rights of railroad companies to use bridge preserved.

SEC. 3.—That the Secretary of War is hereby authorized and directed, upon receiving such plan and map and other information, and upon being satisfied that a bridge built on such plan and with such accessory works and at such locality will conform to the prescribed conditions of this act, to notify the company that he approves the same; and upon receiving such notification the said company may proceed to an erection of said bridge, conforming strictly to the approved plan and location; but until the Secretary of War approve the plan and location of said bridge and accessory works, and notify the company of the same, the bridge shall not be built; and should any change be made in the plan of the bridge or said accessory works, during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

Approval of Secretary of War.

Made a post-route.

SEC. 4.—That the said bridge and accessory works, when built and constructed under this act and according to the terms and limitations thereof, shall be lawful structures; and said bridge 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 the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and said bridge shall enjoy the rights and privileges of other post-routes in the United States; and Congress reserves the right at any time to regulate by appropriate legislation the charges for freight and passengers over said bridge.

Authorized to execute mortgage and issue bonds.

SEC. 5.—That said corporation may execute a mortgage upon the bridge, its approaches and appurtenances, including said accessory works, and issue bonds secured by the same, bearing such rate of interest, and payable, principal and interest, as such corporation shall determine; and such mortgage shall constitute the first lien upon the said bridge and other property in said mortgage mentioned and described.

Right of way for postal telegraph reserved to the United States.

SEC. 6.—That the United States shall have the right-of-way for postal telegraph across said bridge.

Permission for assignment of rights, etc.

SEC. 7.—That the Sioux City and Pacific Railroad Company may assign all the rights, privileges, and franchises conferred by and contained in this act, if said company shall deem said assignment expedient and for its best interests: *Provided, however*, That said bridge, if built by the assigns of said company, shall be constructed and maintained in all respects on the terms and subject to the conditions, limitations, and restrictions herein contained, reserving the right to Congress to amend, alter, or repeal this act.

Proviso.

Approved, June 27, 1882.

June 27, 1882.

CHAP. 243.—An act to vacate a certain part of Rock street, in Georgetown, in the District of Columbia.

Rock street, Georgetown, D. C., portion of, vacated.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the portion of Rock street, in Georgetown, in the District of Columbia, lying between Bridge street and the intersection of said Rock street with Monroe street be, and the same is hereby, vacated.

Approved, June 27, 1882.

June 27, 1882.

CHAP. 244.—An act to authorize the Southern Maryland Railroad Company to extend a railroad into and within the District of Columbia.

Southern Maryland Railroad Company to extend road into and within the District of Columbia.

Preamble.

Whereas, It is represented to this present Congress that the Southern Maryland Railroad Company, organized under the provisions of the act of the general assembly of the State of Maryland, entitled, "An act to incorporate the Southern Maryland Railroad Company," approved March twentieth, eighteen hundred and sixty-eight, desire to extend their railroad into and within the District of Columbia: Therefore

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Southern Maryland Railroad Company shall be, and they are hereby authorized and empowered to extend their railroad into and within the District of Columbia, by and over the route or routes and from and to the terminal point or points following, that is to say: Entering the said District near its northeastern angle and proceeding thence in a northwestwardly direction across the Baltimore and Potomac Railroad near Benning's Station, on that road, and across the eastern branch of the Potomac River about one thousand feet above and north of Benning's Bridge, and run-

Description of route.