

R. S. D. C. 551,
67.

Repealed.

Existing corpo-
rations may avail
themselves of pro-
visions of act, etc.

SEC. 2. That section five hundred and fifty-one of the Revised Statutes relating to the District of Columbia be, and the same is hereby, repealed.

SEC. 3. That any corporation heretofore formed under sections five hundred and forty-five to five hundred and fifty-two, inclusive, of the Revised Statutes of the United States relating to the District of Columbia may avail itself of the provisions of this act by complying with its requirements, and those that this act is intended to amend; but the right to repeal this act, and to alter, amend, or abolish any charter of incorporation granted under it, is expressly reserved to Congress.

Approved, April 23, 1884.

April 28, 1884.

CHAP. 31.—An act to authorize the construction of a railroad bridge across the Saint Croix River in the States of Wisconsin and Minnesota.

Chippewa Falls
and Western Rail-
way Company to
construct railroad
bridge across St.
Croix River.

Proviso.

Free navigation
of river to be main-
tained.

Proviso.
Legal structure;
and a post-road.

Proviso.

Building and lo-
cation subject to
regulations of Sec-
retary of War.

Plan, etc., to be
approved by Sec-
retary of War.

Lights and sig-
nals.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chippewa Falls and Western Railway Company, created and existing under the laws of the State of Wisconsin, is hereby granted the right to construct an iron or steel bridge, with masonry piers, to be used by it, its successors or assigns, for railroad purposes, or for railroad and highway purposes, and as a public highway, with continuous span, across the Saint Croix River, from such point in the State of Wisconsin in township numbered thirty north, of range numbered twenty west of the fourth principal meridian, in the county of Saint Croix, which said corporation may select, to such point in the county of Washington, in the State of Minnesota, opposite thereto, as said corporation may select: *Provided*, That the bridge to be constructed under the authority hereby granted shall not interfere with the free navigation of said stream beyond what is necessary in order to carry into full effect the rights and privileges hereby granted; and that said piers shall be built at right angles with the current of the stream where said bridge may be erected, and that each span shall be not less than one hundred and twenty-five feet: *Provided*, That said bridge shall be and be considered a legal structure, and shall be a post-road for the transmission of the United States mails: *And provided further*, That the bridge shall be built with one span of not less than one hundred and fifty feet in the clear over the navigable channel, with a height of not less than sixty feet in the clear above low-water mark.

SEC. 2. 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 from time to time prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, a design and drawing of the bridge, and a map of the proposed location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and the Secretary of War shall determine the proper length of the spans of said bridge, and the height thereof above high-water mark, and as to the plan of the bridge in all respects; and if it be found at any time that such bridge unnecessarily or materially obstructs navigation, he shall require the necessary changes to be made therein, in the interest of such navigation, at the expense of said company; and said company shall maintain, at its own expense, from sunset until sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

SEC. 3. That the said railroad company shall have the right to construct passage-ways on said bridge for foot-passengers and vehicles of every description, and to charge a reasonable toll therefor; but the rates of toll shall be submitted to the Secretary of War and shall be subject to his approval and to any change he may think proper from time to time.

Passage-ways.

SEC. 4. That such alterations or changes as may be required by the Secretary of War or Congress in any bridge constructed under the provisions of this act shall be made by the said railroad company at their own expense; and it is hereby expressly provided that Congress reserves the right at any time to alter, amend, or repeal this act.

Tolls.

Approved, April 28, 1884.

CHAP. 36.—An act to carry into effect the decree of the district court of the United States for the southern district of New York in the case of the Spanish ferry-boat Nuestra Senora de Regla.

May 1, 1884.

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, out of any money in the Treasury not otherwise appropriated, to make proper payment to carry into effect the decree of the district court of the United States for the southern district of New York, bearing date December tenth, eighteen hundred and eighty-three, in the case of the Spanish ferry-boat Nuestra Senora de Regla, her tackle, and so forth, illegally seized by forces of the United States in eighteen hundred and sixty-one, to the claimant and appellee therein named, or its legal representative, with interest from the date of said decree.

Spanish ferry-boat Nuestra Senora de Regla.
Appropriation for payment of decree, &c.

Approved, May 1st, 1884.

CHAP. 37.—An act to provide for certain of the most urgent deficiencies in the appropriations for the service of the Government for the fiscal year ending June thirtieth, eighteen hundred and eighty-four, and for other purposes.

May 1, 1884.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums, or so much thereof as may be necessary, be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the objects hereinafter expressed, for the service of the fiscal year ending June thirtieth, eighteen hundred and eighty-four, and prior years, namely:

Urgent deficiency appropriations.

PUBLIC PRINTING AND BINDING.

That from the appropriations for public printing and binding for the fiscal year ending June thirtieth, eighteen hundred and eighty-four, the Public Printer is hereby authorized to transfer to the allotment of the Treasury Department an amount not exceeding fifty thousand dollars, to the allotment of the Navy Department an amount not exceeding twenty thousand dollars, to the allotment of the War Department fifteen thousand dollars, and to the allotment of the Post Office Department an amount not exceeding thirty thousand dollars; but the aggregate amount appropriated for the public printing and binding for the fiscal year ending June thirtieth, eighteen hundred and eighty-four, shall not be exceeded because of the transfers hereby authorized.

Printing and binding.

Transfer of appropriation to Treasury, Navy, War, and Post-Office Departments.

TREASURY DEPARTMENT.

For the transportation of subsidiary silver coin as authorized by law, five thousand dollars.

Treasury Department.
Transportation of subsidiary silver coin.