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Not to exceed $15,000.

not exceed the sum of fifteen thousand dollars; and that any sum which may remain of the amount so estimated and deducted from the said fund for the purpose named in this section shall be by the Secretary of State covered into the Treasury of the United States; and the said Secretary of State shall further make an estimate of the net amount which will probably be realized and covered into the Treasury from the sale of the furniture and property hereinbefore named.

Mode of ascertaining balance of award.

SEC. 5. That the amount which shall be paid out and distributed in payment and satisfaction of the judgments of the first and second class which are now existing as rendered by the said court against the Geneva award fund, and in payment of the expenses, salaries, and other outlays contemplated and provided for in this act, and in the act re-establishing the said court, approved June fifth, eighteen hundred and eighty-two, shall be ascertained in the following manner: To the sum of nine million seven hundred and three thousand nine hundred and four dollars and eighty-nine cents, this being the amount of the said Geneva award fund remaining in the Treasury, as disclosed by the Treasury report of June thirtieth, eighteen hundred and seventy-seven, and the letter of the Secretary of the Treasury to the Chairman of the Committee on the Judiciary of the House of Representatives dated April twenty-second, eighteen hundred and eighty-four, shall be added the premium realized from the sale of certain bonds in which the said fund was invested, namely, the sum of three hundred and eighty-five thousand one hundred dollars and seven cents, making ten million eighty-nine thousand and four dollars and ninety-six cents; and to this sum shall further be added the estimated value of the said furniture and property, as provided for in section four of this act; and from the aggregate sum so ascertained shall be subtracted the estimated cost of the services and expenses provided for being estimated in section four of this act, and also the amount provided for in section one of this act, together with all the other expenses of the court; and from the amount so ascertained shall be further deducted the aggregate of the judgments of the first class which have already been paid, and the balance shall be applied as follows: First, to the payment of the judgments of the first class yet remaining unpaid as provided in said act, approved June fifth, eighteen hundred and eighty-two, and the residue shall be paid out and distributed pro rata upon the judgments in favor of claimants of the second class, as provided in said last named act. And the amounts so ascertained as aforesaid are, for the purpose of making the payment aforesaid, hereby appropriated out of any moneys in the Treasury not otherwise appropriated.

Distribution.

Appropriation.

Approved, June 2, 1886.

June 16, 1886.

CHAP. 417.—An act to authorize the construction of a bridge across the Staten Island Sound, known as Arthur Kill, and to establish the same as a post-road.

Staten Island Rapid Transit R. R. Co., and Baltimore and New York R. R. Co., authorized to bridge Arthur Kill, Staten Island Sound.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Staten Island Rapid Transit Railroad Company, a corporation existing under the laws of the State of New York, and the Baltimore and New York Railroad Company, a corporation existing under the laws of the State of New Jersey, or either of said companies, to build and maintain a bridge across the Staten Island Sound, or Arthur Kill, from New Jersey to Richmond County, New York, for the passage of railroad trains, engines, and cars thereon, and to lay on and over said bridge railway tracks for the more perfect connection of any railroads that are or shall be constructed to the said sound at or opposite said point; and in case of any litigation concerning any alleged obstruction to the free navigation of said sound on account of said bridge, the cause may be tried before the circuit court of the United States of either of said States in which any portion of said obstruction or bridge touches; and that all

Litigation.

railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage over the same, and in the use of the machinery and fixtures thereof and of all the approaches thereto, for a reasonable compensation to be paid to the owners of said bridge 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.

Other companies to have right of way.

Secretary of War to prescribe terms.

SEC. 2. That said bridge shall be constructed as a pivot draw-bridge, with a draw over the main channel of the sound at an accessible and navigable point, and with spans of not less than two hundred feet in length in the clear on each side of the central or pivot pier of the draw; and said spans shall not be less than thirty-two feet above mean low-water mark measuring to the lowest member of the bridge superstructure: *And provided also*, That said draw shall be opened promptly, upon reasonable signal, except when trains are passing over the said bridge, for the passage of the boats whose construction shall not be such as to admit of their passage under the draw of said bridge when closed; but in no case shall unnecessary delay occur in opening the said draw after the passage of trains; and the said company or corporation shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Draw.

Proviso. Opening draws.

Lights, etc.

SEC. 3. That any bridge constructed under this act and according 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 the rate per mile paid for their transportation over the railroads or public highways leading to said bridge; and the United States shall have the right of way for postal-telegraph purposes across said bridge.

To be a lawful structure and post-route.

Postal telegraph.

SEC. 4. That the plan and location of said bridge, with a detailed map of the sound at the proposed site of the bridge and near thereto, exhibiting the depths and currents, shall be submitted to the Secretary of War for his approval, and until he approve the plan and location of said bridge it shall not be built; but upon the approval of said plan by the Secretary of War the said companies, or either of them, may proceed to the erection of said bridge in conformity with said approved plan; and should any change be made in the plan of said bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War. If the Secretary of War shall at any time deem any change or alteration necessary in the said bridge, so that the same shall not obstruct navigation, or if he shall think the removal of the whole structure necessary, the alteration so required or the removal of the whole structure, shall be made at the expense of the parties owning said bridge; and if said bridge shall not be finished within two years from the passage of this act, the rights and privileges hereby granted shall determine and cease.

Plans, etc., to be approved by Secretary of War.

To be finished in two years.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Right to amend, etc., reserved.

Approved, June 16, 1886.

CHAP. 421.—An act to abolish certain fees for official services to American vessels, and to amend the laws relating to shipping commissioners, seamen, and owners of vessels, and for other purposes.

June 19, 1886.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That on and after July first, eighteen hundred and eighty-six, no fees shall be charged or collected by collectors or other officers of customs, or by inspectors of steam-vessels or shipping commissioners, for the following services to vessels of the United States, to wit: Measurement of tonnage and certifying the

Certain shipping fees abolished.

R. S. 4186, p. 807.