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act to amend an act entitled 'An act for the construction of a bridge at South Saint Paul, Minnesota,'" approved February twenty-fourth, eighteen hundred and ninety-one, be, and hereby is, amended as follows:

First, by striking out section one of said bill as amended and substituting in lieu thereof the following:

Change of location authorized.

"That the South Saint Paul Belt Railroad Company, its successors and assigns, be, and they are hereby, authorized to construct and maintain, at a point suitable to the interest of navigation, a railroad bridge, or a combined railroad, wagon, and foot passenger bridge, across the Mississippi River from a suitable point on its west bank, at or near the city of South Saint Paul, in the State of Minnesota, and within the limits

Location.

of section two, township twenty-seven, range twenty-two west, to a corresponding point on its east bank, and to lay on or over said bridge a railroad track or tracks for the more perfect connection of any railroad or railroads that are or shall be constructed to said river, on either or both sides thereof, at or opposite said places, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted; and in case of

Litigation.

any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, or damage resulting from the same, the cause may be tried before the circuit court of the United States in and for any district in which any portion of said bridge or obstruction touches; said bridge may, at the option of the company building the

Railway, or railway, wagon, and foot bridge.

same, be constructed to provide for the passage of railroad trains alone, or for the passage of railroad trains and for the safe passage of wagons and vehicles of all kinds, for the transit of animals and for foot passengers, all for such reasonable rates of toll as may be fixed from time to

Tolls.

time by the Secretary of War."

Vol. 26, pp. 71, 788, amended.

Second, by striking out section seven of said bill and substituting in lieu thereof the following, to wit:

Time for construction extended. *Post*, p. 455.

"SEC. 7. 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 of the approval of these amendments."

Approved, February 15, 1892.

February 18, 1892.

CHAP. 9.—An act to change the corporate name of the National Safe Deposit Company, of Washington.

National Safe Deposit, Savings and Trust Company. Name changed. Vol. 14, p. 378.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the corporate name of the National Safe Deposit Company of Washington, a body corporate now doing business in the District of Columbia and incorporated under an act of Congress entitled "An act to incorporate the National Safe Deposit Company, of Washington, in the District of Columbia," approved January twenty-second, eighteen hundred and sixty-seven, be, and the same is hereby, changed to, and shall hereafter be, "The National Safe Deposit, Savings and Trust Company, of the District of Columbia."

Approved, February 18, 1892.

February 26, 1892.

CHAP. 10.—An act to extend the privileges of the transportation of dutiable merchandise without appraisement to the port of Sandusky, Ohio.

Sandusky, Ohio. Immediate transportation privileges to. Vol. 21, p. 174.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the privileges of the seventh section of the act approved June tenth, eighteen hundred and