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and ninety-two, and transmitted to Congress by John Randolph, assistant clerk of said court, on the sixteenth day of January, eighteen hundred and ninety-two. Or said court may, if in its opinion justice so requires, take other testimony as to facts. But in any judgment it may render against the United States, in favor of said claimants, interest shall not be allowed. The statute of limitations shall not be pleaded as a bar to recovery in said case. The Attorney-General is hereby directed to appear in behalf of the United States in said case. And from any judgment rendered by the court, either party may appeal to the Supreme Court of the United States. Said cause shall be advanced on the docket and tried without delay in any court which shall become invested with jurisdiction thereof by the provisions of this act.

Interest not allowed.

Bar of limitation raised.

Attorney-General to appear for Government.

Appeal.

Advancement.

Approved, January 28, 1893.

CHAP. 53.—An act to amend "An act authorizing the construction of a railway, street railway, motor, wagon, and pedestrian bridge over the Missouri River, near Council Bluffs, Iowa, and Omaha, Nebraska, and to extend the time for the completion of the bridge therein provided for."

January 28, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section eight of the act entitled "An act authorizing the construction of a railway, street railway, motor, wagon, and pedestrian bridge over the Missouri River, near Council Bluffs, Iowa, and Omaha, Nebraska," be amended to read as follows:

Bridge over the Missouri River at Council Bluffs, Iowa, and Omaha, Nebr.
Vol. 26, p. 762.

"SEC. 8. That this act shall be null and void if construction of said bridge shall not be commenced on or before the first day of January, eighteen hundred and ninety-two, and be completed on or before the first day of July, eighteen hundred and ninety-eight: *Provided*, That the navigation of the Missouri River shall not be obstructed by false works during the construction of the bridge."

Time for construction extended.

Proviso.

Navigation not to be obstructed.

Approved, January 28,1893.

CHAP. 54.—An act to amend an act entitled "An act to forfeit certain lands heretofore granted for the purpose of aiding in the construction of railroads, and for other purposes."

January 31, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section three of an act entitled "An act to forfeit certain lands heretofore granted for the purpose of aiding in the construction of railroads, and for other purposes," be, and the same is, amended so as to extend the time within which persons entitled to purchase lands forfeited by said act upon the line of the Northern Pacific Railroad Company between Wallula, Washington, and Portland, Oregon, shall be permitted to purchase the same in the quantities and upon the terms provided in said section to January first, eighteen hundred and ninety-four.

Forfeiture of railroad land grants.

Vol. 26, p. 496.

Extension of time for purchasers on line of Northern Pacific Railroad.

Approved, January 31, 1893.

CHAP. 56.—An act for the relief of William Smith and others.

February 2, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the proper accounting officers of the Treasury are authorized and directed to credit Lieutenant-Colonel William Smith, deputy paymaster-general, United States

Army.

Credits in accounts of certain officers.

William Smith.