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said bridge shall be at all times so kept and managed as to offer reasonable and proper means for the passing of vessels through said structure; that said draw shall be opened promptly to its full width upon reasonable signal, without unnecessary delay, for the passage of vessels, steamboats, and other water craft requiring the opening of said draw for their safe passage; and the owners of said bridge shall maintain, at their own expense, from the hours of sunset to sunrise, such lights or other signals on said bridge as shall be prescribed by the Light-House Board.

Opening draw.

Lights, etc.

Protective works.

SEC. 4. That said corporation, or its successors, may, in conformity with plans approved by the Secretary of War, construct and maintain defensive and corrective works in or along said river, above or below said bridge, for the protection of the same and the approaches thereto, or for the improvement, correction, or control of the channel of said river.

Lawful structure and post route.

SEC. 5. That any bridge built 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 no higher charge shall be made for the transportation over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for their transportation over the public highways leading to such bridge. The United States shall also have the right to construct, without charge therefor, telegraph and telephone lines across and upon said bridge.

Amendment, etc.

SEC. 6. That Congress may at any time alter, amend, or repeal this Act.

Commencement and completion.

SEC. 7. This Act shall take effect in one year after its approval, and shall be null and void if actual construction of the bridge be not commenced within one year and completed within three years from the date it takes effect.

Approved, February 25, 1895.

February 26, 1895.

CHAP. 130.—An Act To amend the charter of the Metropolitan Railroad Company of the District of Columbia.

District of Columbia.

Route of Metropolitan Railroad changed. Vol. 13, p. 536.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the charter of the Metropolitan Railroad Company of the District of Columbia be, and the same is hereby, amended so as to authorize and require the said company to lay down from the intersection of Four-and-a-half and L streets, southwest, along Four-and-a-half street to P street south, a single track of underground electric road for the propulsion of its cars, thence west along P street with said single track to Water street, thence northwesterly along Water street with said single track to L street, thence east along L street with said single track to its double tracks at the intersection of Four-and-a-half and L streets, southwest, and thence north by said company's double tracks as now located into its depot on Seventh street extended.

Use of track of Belt Line.

SEC. 2. That the Commissioners of the District of Columbia shall locate the said track on Four-and-a-half, P, Water, and L streets so as best to subserve the public convenience, and may in their discretion locate the same on Water street for such distance as they may deem best on the east track of the Belt Line Railway Company, so that the two companies may mutually and profitably use the space of street occupied by the said east track. The said Belt Line Railway Company and the Metropolitan Railroad Company shall each have the right to apply to the supreme court of the District of Columbia to fix a just and equitable compensation for any rights which may be affected by this law, and said court shall have power to issue execution to enforce its judgment.

Extension of track in Georgetown.

SEC. 3. That the said Metropolitan Railroad Company is hereby authorized and required to lay down and continue its underground

electric construction of single track from the intersection of P and Thirty-fifth streets, northwest, thence running west along P street to Thirty-sixth street, thence south on Thirty-sixth street to Prospect avenue, thence east on Prospect avenue to Thirty-fifth street, thence north on Thirty-fifth street to O street, thence east continuing its route as now located.

Number of directors increased.

SEC. 4. That the number of directors of said company shall be increased from seven to nine members.

Suburban roads to issue coupon tickets.

SEC. 5. That the Brightwood Railway Company, the Rock Creek Railway Company, and the Georgetown and Tennallytown Railroad Company be, and they are hereby, respectively, authorized and required to sell four coupon tickets for twenty-five cents, good for one continuous ride in the District of Columbia over the lines of said companies, respectively, and the lines of the Metropolitan Railroad Company, and the said suburban roads shall redeem the tickets collected by the Metropolitan Railroad Company, at the rate of two and one-half cents for each coupon ticket presented by the said Metropolitan Railroad Company.

Penalty for refusal to accept, etc.

Any of the aforesaid railroad companies which shall refuse to make sale of tickets or to accept tickets so sold as herein provided for, shall be liable to a fine of fifty dollars for each such violation, to be recovered in the police court of the District of Columbia as other fines are recovered: *Provided*, That the proceeding for the collection of such penalty shall be commenced within thirty days from the date of the alleged refusal.

Proviso. Legal proceedings.

The supreme court of the District of Columbia shall have, and it is hereby given, authority and jurisdiction to enforce the requirements and provisions of this section in respect of the sale of tickets on the petition of either of the aforesaid railroad companies or any citizen of the District of Columbia.

Lease, etc., of U street line.

And power is hereby given to the Metropolitan Railroad Company and the Rock Creek Railway Company to contract with each other for the purchase, sale, lease, or joint operation of the line of said Rock Creek Railway Company on Florida avenue and U street, or any part thereof.

Effect.

SEC. 6. That this Act shall take effect in thirty days after its passage.

Approved, February 26, 1895.

February 26, 1895.

CHAP. 131.—An Act To provide for the examination and classification of certain mineral lands in the States of Montana and Idaho.

Public lands. Examination of grants to Northern Pacific Railroad in Montana and Idaho. Vol. 13, p. 367.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and is hereby, authorized and directed, as speedily as practicable, to cause all lands within the land districts hereinafter named in the States of Montana and Idaho within the land grant and indemnity land grant limits of the Northern Pacific Railroad Company, as defined by an Act of Congress entitled "An Act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast, by the northern route," approved July second, eighteen hundred and sixty-four, and Acts supplemental to and amendatory thereof, to be examined and classified by commissioners to be appointed as hereinafter provided, with special reference to the mineral or nonmineral character of such lands, and to reject, cancel, and disallow any and all claims or filings heretofore made, or which may hereafter be made, by or on behalf of the said Northern Pacific Railroad Company on any lands in said land districts which upon examination shall be classified as provided in this Act as mineral lands.

Claims for lands found mineral rejected.

Commissioners to be appointed.

SEC. 2. That for the purpose of making the examination herein provided for there shall be appointed by the President of the United States, as soon as practicable after the passage of this Act, three commissioners for each of the following land districts, to-wit: The Bozeman,