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June 14, 1894.

CHAP. 105.—An Act To authorize the Pennsylvania and New Jersey Railroad Companies, or either of them, to construct and maintain a bridge over the Delaware River between the States of New Jersey and Pennsylvania.

Pennsylvania and New Jersey Railroad Companies may bridge Delaware River, Philadelphia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Pennsylvania and New Jersey Railroad Company, organized under the authority of the State of Pennsylvania, and the Pennsylvania and New Jersey Railroad Company, organized under the authority of the State of New Jersey, or either of said companies, are hereby authorized to locate, build,

Railroad, etc., bridge.

maintain, equip, and operate a bridge and the appurtenances and works connected therewith across the Delaware River between a point in the city of Philadelphia and State of Pennsylvania above the foot of Roxborough street and within a distance of two miles from the point at which the Frankford Creek enters the said Delaware River, and a point in the State of New Jersey above the shore end of the Fishers Point Dyke and within two miles from the point where the Pensauken Creek enters the said river, and to lay one or more tracks thereon for the connection of railroads on either side of said river (and may, at any time, at its or their option, also adapt and use said bridge for ordinary travel) in order to facilitate interstate commerce and the transportation of persons and property, and for postal, military, and other purposes. Said bridge shall be constructed with a

Spans.

channel span of five hundred feet in length, having a clear headroom at high water of forty feet and a draw span with a clear waterway of one hundred and twenty-five feet on each side of the pier, the length of each of the remaining spans not to be less than three hundred feet:

Proviso. Opening draw.

Provided, That said draw shall be opened promptly upon reasonable signal for the passage of vessels and boats.

Secretary of War to approve plans, etc.

SEC. 2. That the said company or companies shall, at least three months previous to the erection of the said bridge, submit to the Secretary of War a plan of the bridge, with a detailed map showing the proposed site of the bridge and the river for a distance of one mile above and one mile below such site, with such other information as the Secretary of War may require for a full and satisfactory understanding of the subject; and he shall thereupon approve said plan or such modification thereof as he may deem necessary for the security of navigation, and upon approval thereof he shall so notify the said company, or companies, which shall thereupon have the authority to proceed with the construction of said bridge; but until the Secretary of War approves the plan of said bridge the erection of the same shall not be commenced. And no change shall be made in the plan during the progress of such work except with the approval of the Secretary of War.

Commencement and completion.

SEC. 3. That if the company or companies shall fail to present plans to the Secretary of War for a period of more than one year after the approval of this Act, or shall fail to commence the construction of said bridge within two years after the approval of the Secretary of War, or shall fail to complete the same within seven years after such approval, then, in either of said events, this Act shall be null and void.

Lawful structure and post road.

SEC. 4. That the said bridge and the railroads thereover constructed under the provisions of this Act shall be a lawful structure, and shall

Tolls.

be recognized and known as a post road. Reasonable tolls may be collected by said company or companies for passage thereover, but no higher charge shall be made for the transmission of the mails, troops, and 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.

Proviso. Use by other companies.

postal telegraph purposes across the bridge: *Provided*, That all railroad companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railroad trains or cars over the same, and over the approaches to the same,

Compensation.

upon the payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad

companies, or any one of them, desiring such use shall fail to agree upon the sum or sums to be paid, and upon the rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

Lights, etc.

SEC. 5. That the owner or owners of said bridge shall maintain on the same, at their own expense, from sunset to sunrise, such lights or signals as the United States Light-House Board shall prescribe.

Amendment, etc.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, June 14, 1894.

June 14, 1894.

CHAP. 106.—An Act Granting to the village of Dearborn certain land for village purposes.

Dearborn, Mich. Part of Dearborn Arsenal lands donated to.

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 is hereby authorized and empowered to set apart for the use and benefit of the village of Dearborn, in the county of Wayne, State of Michigan, all that part of the tract known as "Dearborn Arsenal," and lying within the corporate limits of the village of Dearborn, in the State of Michigan, described as follows: Lot numbered nineteen, being one hundred feet fronting on Michigan avenue and one hundred and sixty-six feet on Center street, according to the official survey thereof, for the use and benefit of said village of Dearborn, to be used for public and other purposes not inconsistent with such use.

Vol. 26, p. 490.

Grant.

SEC. 2. That the land so set apart is hereby granted to the village of Dearborn: *Provided*, That if the said village of Dearborn shall at any time permit the said land hereby granted to be used for any purpose not contemplated in this Act the said land shall revert to the United States.

Proviso. Reversion.

Approved, June 14, 1894.

June 19, 1894.

CHAP. 107.—An Act To amend an Act to authorize construction of a bridge at Burlington, Iowa, approved August sixth, eighteen hundred and eighty-eight, and amended by Act approved February twenty-first, eighteen hundred and ninety.

Bridge across Mississippi River, Burlington, Iowa. Vol. 25, p. 360; Vol. 26, p. 12.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the commencement and completion of said bridge authorized by said Act, entitled "An Act to authorize the construction of a railroad, wagon, and foot passenger bridge at Burlington, Iowa," approved August sixth, eighteen hundred and eighty-eight, and amended by Act approved February twenty-first, eighteen hundred and ninety, be, and are hereby, each extended two years from the passage of this Act.

Time for construction extended.

Approved, June 19, 1894.

June 19, 1894.

CHAP. 108.—An Act Making appropriations to supply a deficiency in the appropriation for public printing and binding for the fiscal year eighteen hundred and ninety-four, and for other purposes.

Deficiencies appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, namely:

PUBLIC PRINTING AND BINDING.

Public printing and binding.

For the public printing and binding, and for paper for the public printing, including the cost of printing the debates and proceedings of Congress in the Congressional Record, and for lithographing, mapping, and engraving for both Houses of Congress, including the salaries or

Congress.