AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

the number of field deputy marshals employed by each marshal and the amount of fees earned by and the compensation paid to each of them out of such fees.

Repeal provisions.

SEC. 24. That all Acts and portions of Acts inconsistent with this Act are hereby repealed: *Provided*, That none of the provisions of sections six to twenty-three, both inclusive, of this Act shall apply to the Indian Territory or Territory of Alaska, and said sections shall take effect and be in force on and after the first day of July, eighteen hundred and ninety-six, except as in said sections otherwise specially provided: *Provided further*, That none of the provisions of sections six, eight or fifteen of this Act shall apply to the office of the United States District Attorney and his assistants for the southern district of New York, or for the District of Columbia.

Provisos.
Not applicable to Indian Territory and Alaska.
Post, p. 577.

Attorneys' offices New York and District of Columbia not included.

Relief and protection of American seamen.

SEC. 25. That the appropriation for relief and protection of American seamen, which was made in the Act entitled "An Act making appropriations for the diplomatic and consular service for the fiscal year June thirtieth, eighteen hundred and ninety-seven," approved February twenty-seventh, eighteen hundred and ninety-six, and which appears in the printed copy of said Act on page twelve, be amended so that it will read:

Extended to Alaska.
Ante, p. 38.

RELIEF AND PROTECTION OF AMERICAN SEAMEN.

Relief and protection of American seamen in foreign countries and ship wrecked American seamen in the Territory of Alaska, fifty thousand dollars, or so much thereof as may be necessary.

Approved, May 28, 1896.

May 28, 1896.

CHAP. 253.—An Act To authorize the construction of a bridge across the Red River of the North.

North Dakota and Minnesota Central Railway Company may bridge Red River of the North.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the North Dakota and Minnesota Central Railway Company, a corporation organized, created, and existing under and by virtue of the laws of the State of Minnesota, be, and is hereby, authorized to construct, operate, and maintain a bridge and approaches thereto across the Red River of the North, at a point to be selected by said company and suitable to the interests of navigation, in township one hundred and forty-eight north of range forty-nine west of the fifth principal meridian. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of said corporation, may be so constructed as to provide for the passage of wagons and vehicles of all kinds, animals, and foot passengers, for such reasonable rates of toll as may be approved by the Secretary of War.

Location.

Railway, etc., bridge.

Toll.

Secretary of War to approve plans, etc.

SEC. 2. That the bridge herein authorized shall be built and located under and in accordance with such regulations for the security of navigation as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War for his examination and approval drawings showing the plan and location of said bridge, said drawings to give, for the space of one-half mile above and one-half mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current at all stages, soundings accurately showing the bed of the stream, and such other information as may be required for a full and satisfactory understanding of the subject; and until the plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built; and any change in the plans of said bridge, either before or after construction, shall be subject to the approval of the Secretary of War; and any change in said bridge during or after construction which the Secretary of War may require in the interest of navigation shall be made by the said company at its own expense.

Changes.

SEC. 3. That the said bridge shall at all times be so kept and managed as to offer reasonable and proper means for the passage of vessels and other craft through or under said structure; and if said bridge be built as a drawbridge the draw shall be opened promptly upon reasonable signal for the passage of boats or other craft, and whatever kind of bridge is constructed the said company 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. Unobstructed navigation. Drawbridge. Lights, etc.

SEC. 4. That any bridge built under this Act and subject 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 munitions of war of the United States, or passengers or freight over said bridge, than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge, and it shall enjoy the rights and privileges of other post roads of the United States. And equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for said postal-telegraph purposes. Lawful structure and post route. Postal telegraph.

SEC. 5. That all railroad companies desiring the use of said bridge and its approaches shall have and be entitled to equal rights and privileges relative to the passage of trains over the same upon 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 of them, desiring such use shall fail to agree upon the sum or sums to be paid, or upon rules and conditions to which each shall conform in using said bridge and approaches, 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 Use by other companies. Compensation.

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

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 hereof. Commencement and completion.

Approved, May 28, 1896.

CHAP. 254.—An Act To amend an Act entitled "An Act to incorporate the Capital Railway Company," approved March second, eighteen hundred and ninety-five. May 28, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An Act to incorporate the Capital Railway Company," approved March second, eighteen hundred and ninety-five, be, and the same is hereby, amended by striking out in the first section all after the words "have a common seal," to the end of the section, and inserting the following: "Said corporation is hereby authorized to construct and lay down and complete a single or double track street railway in the District of Columbia, and run cars thereon for carrying passengers by and along the following route: Beginning at a point on the District line near the Potomac River southeast of Shepherd's Ferry, thence by such route as shall be approved by the Commissioners of the District of Columbia to the south side of the Eastern Branch or Anacostia River at the Navy-Yard bridge; thence across said bridge to Eleventh street east; thence north on Eleventh street east to M street south; thence west on M street to a point to be located by the District Commissioners near Eighth street east, connecting with the lines of the Capital Traction Company, also continuing from said Eleventh and M streets north on Eleventh street to the south building line of East Capitol street, and returning over the same route to the point of beginning. Also, beginning at the eastern end of the Navy-Yard bridge, easterly along Monroe and Harrison streets and Good Hope road, and from Good Hope road to the District line, over such route as District of Columbia. Capital Railway Company. Vol. 28, p. 721. Change of route. May cross Navy-Yard bridge.