

water system for the said town of Flagstaff; that before said bonds are sold at least thirty days' notice shall be given by publication in one or more newspapers of general circulation, asking for bids for the purchase of said bonds at not less than par.

Surety bond required.

SEC. 2. That at the time said bonds are ready to be issued by the mayor and common council of the said town of Flagstaff the city treasurer of said town of Flagstaff, in whose custody the said bonds, or the proceeds of the sale thereof, shall be kept, shall be required to give an additional bond, to be approved by the mayor and common council of said town, to the said town, in not less than the value of said bonds, or the proceeds of the sale thereof, in his hands, for the safe-keeping of said bonds, or the proceeds of the sale thereof, and to account for the same.

Issue to be voted upon.

SEC. 3. That before said bonds are issued the mayor and common council of the town of Flagstaff shall cause an election to be held, in all respects as elections are now held in said town for the election of town officers, at which election the qualified electors of said town may vote for or against the issuance of said bonds, and should one-third of the votes cast at said election be against the issuance of said bonds, then said town of Flagstaff, by its mayor and common council, shall not issue said bonds.

Approved, January 26, 1897.

January 26, 1897.

CHAP. 96.—An Act To provide for the payment of certain claims against the District of Columbia by drawback certificates.

District of Columbia.
Claims for losses by destruction of Northern Liberty Market to be examined.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the auditor of the supreme court of the District of Columbia is hereby empowered and directed to examine and audit for settlement all claims for property taken, injured, or destroyed by reason of the destruction or removal of the Northern Liberty Market, in the city of Washington, District of Columbia, in September, eighteen hundred and seventy-two, as also all claims for payments made for the purchase, rent, or use of any stall or privilege in said market house and for license for conducting any business therein, to the extent of the unexpired term of said purchase, rent, use, or license.

Issue of drawback certificates.

SEC. 2. That when the auditor has ascertained the amount of the loss as above described, in any case growing out of the removal or destruction of the market as aforesaid, he shall issue a drawback certificate, signed by him as auditor, to the party or parties who suffered such loss or damage, or to their legal representatives, stating the amount found to be due and on what account issued, and shall keep a registry thereof; and said drawback certificates with interest thereon at three and sixty-five one hundredths per centum per annum from September fourth, eighteen hundred and seventy-two, shall be received for arrears of taxes due the District of Columbia and unpaid on June thirtieth, eighteen hundred and ninety-five.

Interest.

Receivable for arrears of taxes.

Examination by auditor.

SEC. 3. That said auditor shall make a tabular statement of all claims presented, the persons owning the same, and the amount found to be due on account of each; and for the purposes hereinbefore specified said auditor shall have the power to subpoena witnesses, administer oaths, and examine witnesses under oath, and shall have full access to all of the records, books, papers, and vouchers of every kind whatsoever of the late board of public works and the District of Columbia, and shall provide, by fair and equitable rules, for the examination of the same by claimants or their attorneys. Said auditor shall give notice for the presentation of the claims hereinbefore specified in such manner as he may deem necessary, and no claim shall be audited or allowed unless presented within ninety days after the first publication of such notice; and said auditor shall make full report of all his acts

Report.

and proceedings to the Commissioners of the District of Columbia. Said auditor shall complete his work under this Act within two years from its passage, and be paid the necessary costs, expenses for clerical and other services, stationery, books, advertising, and other incidentals under this Act, on the order of the Commissioners of the District of Columbia on the request, in writing, of the said auditor, out of the surplus revenues of said District: *Provided*, That no claim shall be allowed, and no drawback certificate shall issue, upon such claim, until the Commissioners of the District of Columbia shall have first approved the same.

Approved, January 26, 1897.

CHAP. 99.—An Act Authorizing the construction of a bridge across the Columbia River, in the State of Washington.

January 27, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Columbia and Red Mountain Railway Company, a corporation existing under the laws of the State of Washington, to construct, maintain, and operate a railway within that State, and to its successors and assigns, to construct and maintain a bridge and approaches thereto across the Columbia River, in the State of Washington, at such point on said river in the county of Stevens as may accommodate the line of railway which said corporation may build to said point. Said bridge shall be constructed to provide for the passage of railway trains, and at the option of the said corporation may be used for the passage of wagons and vehicles of all kinds, and for the transit of animals and for foot passengers, for such reasonable rates of toll as may be fixed by the Secretary of War; and the Secretary of War shall have the right from time to time to revise such rates.

Columbia and Red Mountain Railway Company may bridge Columbia River, Stevens County, Wash.

Railway, etc., bridge.

Toll.

SEC. 2. That the said bridge shall be so constructed that a free and unobstructed passage may be secured to all water craft, rafts, or logs navigating said river at the point aforesaid. The said bridge shall be located, built, and operated under and subject to such regulations for the securing of the navigation of said river, and such requirements as to location and direction of piers and spans, clear heading in high water, and clear spans at low water, as the Secretary shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, drawings of said bridge and piers, and a map of the location, giving, for the space of one mile below and one mile above 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 ordinary high and low stages, and the soundings, accurately showing the bed and channel of the stream, and shall furnish such information as shall be required for a full and satisfactory understanding of the subject; and, until the said location and plan of the bridge hereby authorized to be constructed are approved by the Secretary of War, the said bridge shall not be commenced or built; and should any change be made in the plan of such bridge during the progress of construction or after completion thereof, such change shall be subject to the approval of the Secretary of War: *Provided*, That the persons or corporation owning said bridge shall maintain, at their own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Unobstructed navigation.

Secretary of War to approve plans, etc.

Proviso.
Lights, etc.

SEC. 3. That the bridge authorized to be constructed under this Act 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, troops, and munitions of war of the United States, or for through railway passengers or freight passing over said bridge, than the rate per mile paid for their transmission over the railroads leading to said bridge; and the United States shall have

Lawful structure and post route.