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tity of such merchandise is not offered at the port of first arrival to fill an entire car, or compartment thereof, to forward such merchandise in cars not secured by the prescribed customs fastenings if the packages are corded and sealed, under regulations to be prescribed by the Secretary of the Treasury; in all other respects the provisions of the Act referred to to remain in full force.

Approved, February 2, 1899.

CHAP. 86.—An Act Providing for the construction of a light ship to be located near Cape Elizabeth, Maine. February 4, 1899.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to construct a light ship, with fog signal, to be located near Cape Elizabeth, Maine, at a cost not to exceed seventy thousand dollars. Cape Elizabeth, Me. Light ship to be built and located at.

Approved, February 4, 1899.

CHAP. 87.—An Act To authorize the construction of certain bridges over the waters of Lake Champlain. February 4, 1899.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Rutland-Canadian Railroad Company, a corporation created by and existing under the laws of the State of Vermont, its successors and assigns, be, and they are hereby, authorized and empowered to erect, establish, maintain, and use railroad bridges and approaches thereto in and across Lake Champlain at such places, hereinafter provided, as may be selected by said parties, and approved by the Secretary of War, to wit: A bridge and its approaches between the town of Colchester, in the county of Chittenden and State of Vermont, and the town of South Hero, in the county of Grand Isle and State of Vermont; also a bridge and its approaches between the towns of Grand Isle and North Hero, in said county of Grand Isle; also a bridge and its approaches between the towns of North Hero and Alburg, in said county of Grand Isle; also a bridge and its approaches between said town of Alburg and the town of Champlain, in the county of Clinton, in the State of New York; and also an embankment across the head of Keelers Bay, so called, in said Lake Champlain, upon the easterly side of said town of South Hero. Rutland-Canadian Railroad may bridge Lake Champlain. Location of bridges.

SEC. 2. That each of said bridges shall be provided with a draw suitable to accommodate the navigation on Lake Champlain, and shall be built in such manner as not to interfere with the free navigation of said lake; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said lake the cause may be tried before the circuit court of the United States in and for any district in which the portion of the structure causing or alleged to cause such obstruction is situated. Aids to navigation. Litigation.

SEC. 3. That all the bridges, approaches, or embankments constructed under this Act and according to the conditions and provisions hereof shall be lawful structures, and shall be known and recognized as post routes, and the same are hereby declared to be post routes, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation over the railroads leading to said bridges; and they shall enjoy the same rights and privileges as other post routes in the United States. Lawful structures and post routes.

SEC. 4. That the structures herein authorized shall be built under and subject to such regulations for the security of navigation on said lake as the Secretary of War may prescribe; and to secure that object Secretary of War to approve plans, etc.