

**CHAP. 358.**—An act to authorize the construction of a street-railway and wagon-road bridge over the Rio Grande River between the city of El Paso, Texas, and Paso del Norte, Mexico.

July 28, 1882.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the El Paso Street Railway Company, a corporation organized and created under and by virtue of the laws of the State of Texas, be, and is hereby, authorized and empowered to construct, own, maintain, and operate a street-railway bridge over the Rio Grande River between the city of El Paso, in the State of Texas, and the city of Paso del Norte, in the State of Chihuahua, Mexico, at such point as may be most convenient to said corporation to unite and connect the street-railroad to be constructed by them in the said city of El Paso with any street-railroad that may be constructed by any person or company in the said city of Paso del Norte, and to build and lay on and across said bridge ways for the passage of animals, foot-passengers, and vehicles of all kinds, for the transit of which said corporation may charge a reasonable toll, which charge shall be subject to revision and regulation by the Secretary of War from time to time.

El Paso Street Railway Company to construct street railway and wagon road bridge over Rio Grande River, etc.

Toll.

**SEC. 2.** That said bridge may be built with unbroken and continuous spans, and of the following dimensions, to wit: Six hundred feet in length, twenty feet in width, ten feet in height above high water level, and with twenty-eight spans, twelve of which to be thirty feet in length and sixteen of which to be fifteen feet in length; that said bridge when completed in the manner herein specified shall be deemed and taken to be a legal structure: *Provided,* That said bridge shall not interfere with the free navigation of said river; and in case of any litigation arising from an obstruction or alleged obstruction to the free navigation thereof caused or alleged to be caused by said bridge, the case may be tried before the district court of the United States of the State in which any portion of said bridge may be situated: *And provided also,* That Congress reserves the right to withdraw the authority and power conferred by this act in case the free navigation of said river shall at any time be substantially or materially obstructed by said bridge, or for any other reason, and to direct the removal or necessary modifications thereof at the cost and expense of the owners of said bridge; and Congress may at any time alter, repeal, or amend this act: *And provided further,* That the consent of the Mexican State of Chihuahua, and of the proper authorities of the Republic of Mexico shall have been obtained before said bridge shall be built or commenced.

Form, construction.

Declared a lawful structure.

*Provisos.*

Free navigation to be maintained.

Consent of Chihuahua etc., to be obtained.

Approved, July 28, 1882.

**CHAP. 360.**—An act to amend section twenty-one hundred and thirty-three of the Revised Statutes in relation to Indian traders.

July 31, 1882.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section twenty-one hundred and thirty-three of the Revised Statutes of the United States be, and the same is hereby, amended so that it shall read:

R. S. 2133, 372, amended.

“Any person other than an Indian of the full blood who shall attempt to reside in the Indian country, or on any Indian reservation, as a trader, or to introduce goods, or to trade therein, without such license, shall forfeit all merchandise offered for sale to the Indians or found in his possession, and shall moreover be liable to a penalty of five hundred dollars: *Provided,* That this section shall not apply to any person residing among or trading with the Choctaws, Cherokees, Chickasaws, Creeks, or Seminoles, commonly called the five civilized tribes, residing in said Indian country, and belonging to the Union Agency therein: *And provided further,* That no white person shall be employed as a clerk by any Indian trader, except such as trade with said five civilized tribes,

Indian traders.

*Provisos.*

unless first licensed so to do by the Commissioner of Indian Affairs, under and in conformity to regulations to be established by the Secretary of the Interior".

Approved, July 31, 1882.

July 31, 1882.

**CHAP. 361.**—An act to designate, classify, and fix the salaries of persons in the railway mail service.

Designation, classification, and compensation of employes of railway mail service.

*Proviso.*

Consolidation of certain appropriations for payment of railway postal clerks.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That persons in the railway mail service, known as railway post-office clerks, route-agents, local agents, and mail-route messengers, shall, on and after the passage of this act, be designated as railway postal clerks, and divided into five classes, whose salaries shall not exceed the following rates per annum: First class not exceeding eight hundred dollars; second class, not exceeding nine hundred dollars; third class, not exceeding one thousand dollars; fourth class, not exceeding one thousand two hundred dollars; and fifth class, not exceeding one thousand four hundred dollars: *Provided,* That the Postmaster-General, in fixing the salaries of clerks in the different classes, may fix different salaries for clerks of the same class, according to the amount of work done and the responsibility incurred by each, but shall not, in any case, allow a higher salary to any clerk of any class than the maximum fixed by this act for the class to which such clerk belongs.

**SEC. 2.** That the sums appropriated in the act entitled "An act making appropriation for the service of the Post-Office Department for the fiscal year ending June thirtieth, eighteen hundred and eighty-three, and for other purposes", approved May fourth, eighteen hundred and eighty-two, for the compensation of railway post-office clerks, route agents, mail route messengers, and local agents, be consolidated into one fund, and applied for the compensation of the clerks embraced in the five classes under the title of railway postal clerks, provided in this act.

Approved, July 31, 1882.

July 31, 1882.

**CHAP. 362.**—An act to grant the right of way for railroad purposes through the lands of the United States powder-depot near Dover, New Jersey.

Right of way through lands of United States powder-depot near Dover, New Jersey, granted to Central Railroad of New Jersey.

*Provisos.*

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the right of way, not exceeding one hundred feet in width, through the lands of the United States included in the Piccatinny powder-depot, near Dover, in the State of New Jersey, is hereby granted to the Central Railroad Company of New Jersey for the purpose of constructing a railroad: *Provided,* That the said right of way, and the width and location thereof, through said lands, and the regulations for operating said railroad within the limits of the reservation so as to prevent all danger to public property, shall be submitted to and approved by the Secretary of War prior to any entry on said lands or the commencement of the construction of said works: *Provided also,* That such sidings, tracks, switches, and loading stations as may at any time be required by the Secretary of War shall be promptly provided by said railroad company; and that such stoppage of trains and generally such facilities and privileges as the United States may desire for the shipment of materials of war at any time shall be provided by said railroad company: *Provided also,* That whenever said right of way shall cease to be used for the purposes aforesaid the same shall revert to the United States: *And provided further,* That the right to repeal, alter, or amend this act is reserved to Congress.

Approved, July 31, 1882.