

under the authority of the United States for the improvement of the navigation of the Mississippi River or its tributaries: *Provided further*, That the railroad companies availing themselves of this act shall, in addition to filing the maps now required by law to be filed, also file maps of definite location of their proposed lines of railroad, over said water reserve lands, in the office of the Secretary of War, and until the approval of said maps by the Secretary of War no right to occupy said lands shall vest in such companies; and no location shall be permitted which takes for right of way or stations lands needed for the use of the present reservoir system, or in the construction of dams or other works, or any proposed or probable extension of the same, or which will obstruct or increase the cost of the present or prospective reservoir system; or shall any railroad company be permitted to take material for construction from any of said reservoir lands outside the right of way granted herein.

Approved, September 10, 1888.

Filing maps of location.

Not to interfere with reservoir project.

September 10, 1888.

CHAP. 1000.—An act granting the Leavenworth Rapid Transit Railway Company the right to construct and operate its railroad through a portion of the military reservation at Fort Leavenworth, Kansas.

Leavenworth Rapid Transit Railway Company granted right of way through Fort Leavenworth Reservation.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That license and authority are hereby granted to the Leavenworth Rapid Transit Railway Company to construct and operate its railroad, from its present terminus at the south boundary of the military reservation at Fort Leavenworth, Kansas, into and through said military reservation to a point and terminus near the military prison, and at its said terminus near said military prison to construct a depot and such side-tracks, turn-tables, and other facilities as may be necessary for the convenient operation of its said railroad; and for the purpose aforesaid, the use of a strip of land fifty feet wide for its right of way extending from the south boundary-line of said military reservation to said terminal point near said military prison, and the use of a tract of land not exceeding two acres in area for said depot, side-tracks, and terminal facilities, are hereby granted to said railway company: *Provided*, That the route of said railroad through said military reservation and the location of the depot grounds and the plans of the depot and all other buildings to be erected by said railroad company on said military reservation shall be submitted to and shall be subject to the approval of the Secretary of War; and said company, its successors and assigns, shall occupy and use said right of way and depot grounds subject to removal therefrom, and the revocation of the license and authority herein given, whenever the public service, in the judgment of the Secretary of War, may require such revocation and removal.

Width.

Proviso.

Subject to approval of Secretary of War.

Approved, September 10, 1888.

September 10, 1888.

CHAP. 1001.—An act amendatory of an act authorizing the construction of a bridge over the Mississippi River at Saint Louis, Missouri, approved February third, eighteen hundred and eighty-seven.

Bridge at Saint Louis, Mo.
Vol. 24, ch. 91, p. 377, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section eleven of the act entitled "An act authorizing the construction of a bridge over the Mississippi River at Saint Louis, Missouri," approved February third, eighteen hundred and eighty-seven, be, and the same is

hereby, amended by striking out the words "stockholder or" wherever they occur in said section, so as to make said section read as follows:

"SEC. 11. That whereas a principal reason for giving authority to build the bridge herein contemplated is to secure reasonable rates and tolls for corporations and individuals for passing over the same, the Saint Louis Merchants' Bridge Company, or its successors or assigns, shall not agree or consent to the consolidation of this bridge company with any other bridge company across the Mississippi River, or to the pooling of the earnings of this bridge company with the earnings of any other bridge company on said river, nor shall any person who is or may be a director or manager of any other bridge over said river be a director or manager of the bridge herein provided for: *Provided*, That if this provision of this act shall at any time be violated in any of these particulars, such violation shall, without legal proceeding, at once forfeit the privilege hereby granted, and said bridge shall become the property of the United States, and the Secretary of War shall take possession of the same in the name and for the use of the United States."

Pooling of earnings forbidden.

No person to be director or manager of both bridges.

Proviso.
Violation to forfeit.

SEC. 2. The right to amend or repeal this act is hereby expressly reserved.

Amendment.

Approved, September 10, 1888.

CHAP. 1006.—An act empowering and directing the Commissioner of Navigation to register and enroll as American vessels certain sailing vessels of foreign construction, repaired in the port of Cleveland, Ohio and named the Josephine and M. C. Upper, respectively.

September 11, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation be, and he is hereby, authorized and empowered to cause to be enrolled and registered as American vessels the sailing vessels known as the M. C. Upper and Josephine, respectively, of foreign construction, but repaired in the port of Cleveland, Ohio, in accordance with the application for registration thereof, now on file in the office of said Commissioner.

M. C. Upper and Josephine. American registers to.

Approved, September 11, 1888.

CHAP. 1007.—An act to provide for an American register for the steamer Saginaw, of New York.

September 11, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation is hereby authorized and directed to cause the foreign-built steamer Benison, owned at the port of New York, State of New York, by W. P. Clyde, an American citizen, and rebuilt by him in the United States, to be registered as a vessel of the United States under the name of Saginaw.

Saginaw. American register to.

SEC. 2. That the Secretary of the Treasury be, and hereby is, authorized and directed to authorize and direct the inspection of said steam-vessel, steam-boiler, steam-pipes, and the appurtenances of said boiler, and cause to be granted the proper and usual certificate issued to steam-vessels of the merchant marine, without reference to the fact that said steam-boiler, steam-pipes, and appurtenances were not constructed pursuant to the laws of the United States, and were not constructed of iron stamped pursuant to said laws; and the tests to be applied on the inspection of said boiler, steam-pipes, and appurtenances will be the same in all respects as to strength and safety as are required in the inspection of boilers constructed in the United

Inspection.