

and ninety-two, and transmitted to Congress by John Randolph, assistant clerk of said court, on the sixteenth day of January, eighteen hundred and ninety-two. Or said court may, if in its opinion justice so requires, take other testimony as to facts. But in any judgment it may render against the United States, in favor of said claimants, interest shall not be allowed. The statute of limitations shall not be pleaded as a bar to recovery in said case. The Attorney-General is hereby directed to appear in behalf of the United States in said case. And from any judgment rendered by the court, either party may appeal to the Supreme Court of the United States. Said cause shall be advanced on the docket and tried without delay in any court which shall become invested with jurisdiction thereof by the provisions of this act.

Approved, January 28, 1893.

Interest not allowed.

Bar of limitation raised.  
Attorney-General to appear for Government.  
Appeal.  
Advancement.

**CHAP. 53.**—An act to amend “An act authorizing the construction of a railway, street railway, motor, wagon, and pedestrian bridge over the Missouri River, near Council Bluffs, Iowa, and Omaha, Nebraska, and to extend the time for the completion of the bridge therein provided for.”

January 28, 1893.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section eight of the act entitled “An act authorizing the construction of a railway, street railway, motor, wagon, and pedestrian bridge over the Missouri River, near Council Bluffs, Iowa, and Omaha, Nebraska,” be amended to read as follows:

Bridge over the Missouri River at Council Bluffs, Iowa, and Omaha, Nebr.  
Vol. 26, p. 762.

“SEC. 8. That this act shall be null and void if construction of said bridge shall not be commenced on or before the first day of January, eighteen hundred and ninety-two, and be completed on or before the first day of July, eighteen hundred and ninety-eight: *Provided*, That the navigation of the Missouri River shall not be obstructed by false works during the construction of the bridge.”

Time for construction extended.

*Proviso.*  
Navigation not to be obstructed.

Approved, January 28, 1893.

**CHAP. 54.**—An act to amend an act entitled “An act to forfeit certain lands heretofore granted for the purpose of aiding in the construction of railroads, and for other purposes.”

January 31, 1893.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That section three of an act entitled “An act to forfeit certain lands heretofore granted for the purpose of aiding in the construction of railroads, and for other purposes,” be, and the same is, amended so as to extend the time within which persons entitled to purchase lands forfeited by said act upon the line of the Northern Pacific Railroad Company between Wallula, Washington, and Portland, Oregon, shall be permitted to purchase the same in the quantities and upon the terms provided in said section to January first, eighteen hundred and ninety-four.

Forfeiture of railroad land grants.

Vol. 26, p. 496.

Extension of time for purchasers on line of Northern Pacific Railroad.

Approved, January 31, 1893.

**CHAP. 56.**—An act for the relief of William Smith and others.

February 2, 1893.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the proper accounting officers of the Treasury are authorized and directed to credit Lieutenant-Colonel William Smith, deputy paymaster-general, United States

Army.  
Credits in accounts of certain officers.  
William Smith.

Army, in the settlement of his public accounts, with the sum of three thousand and fifteen dollars and fifteen cents; and to credit Major William F. Tucker, paymaster, United States Army, in the settlement of his public accounts, with the sum of five thousand four hundred and sixty-one dollars and sixty-one cents; and to credit Assistant Surgeon John O. Skinner, United States Army, in the settlement of his public accounts, with the sum of one hundred and ninety-nine dollars and fourteen cents; and to remove the charge of two thousand one hundred and eighty-five dollars and ninety-two cents standing against Major John S. Billings, surgeon, United States Army; and to remove the charge of one thousand and twenty-nine dollars and sixty cents standing against George M. Wheeler, Captain on the retired list of the Army; and to remove the charge of six hundred and thirty-four dollars and forty-two cents standing against Lieutenant P. Henry Ray, Eighth Regiment of Infantry, United States Army; the said amounts having been paid out and received in accordance with the orders of the Secretary of War or the provisions of the regulations for the government of the Army of the United States prescribed by the President.

Approved, February 2, 1893.

February 3, 1893.

**CHAP. 57.**—An act to authorize the construction of a bridge across the Osage River, between the mouths of Pomme de Terre River and Buffalo Creek, in Benton County, Missouri.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That it shall be lawful for the Springfield, Sedalia, Marshall and Northern Railroad Company, a corporation organized under the laws of the State of Missouri, or its successors or assigns, to construct a bridge across the Osage River at a point between the mouths of Pomme de Terre River and Buffalo Creek, in the county of Benton and State of Missouri; that said bridge may be constructed for railway, wagon, and postal service, with single or double track for railway traffic, and which shall be under the conditions and limitations hereinafter specified.

Railway and wagon bridge.

Unobstructed navigation.

Litigation.

Draw.

Proviso.

Opening draw.

Lawful structure and post route.

Postal telegraph.

Use by railway companies.

SEC. 2. That said bridge shall not interfere with the free navigation of said river beyond what may be necessary to carry into effect the rights and privileges herein granted, and in case of any litigation arising under the provisions of this act such litigation may be tried and determined by the circuit court of the United States within whose jurisdiction said bridge is located.

SEC. 3. That the bridge hereby authorized to be constructed shall be constructed as a drawbridge, having one draw span giving, when open, two clear waterways of not less than eighty feet in width each at low water and two or more fixed spans not less than one hundred and twenty-five feet each, and all spans shall have a clear headroom of not less than ten feet above high-water mark: *Provided*, That the said draw shall be opened promptly upon reasonable signal for the passage of boats, except when trains are passing over the draw; but in no case shall unnecessary delay occur in opening the said draw.

SEC. 4. That any bridge constructed under this act shall be a lawful structure and shall be known as a post-road, and the same is hereby declared to be a post-road, over which no higher charge shall be made for the transmission of mails, troops, and munitions of war of the Government of the United States, or for passengers or freight passing over the same, than the rate per mile charged for their transportation over the railroad or public highways leading to the said bridge; and equal privileges in the use of said bridge shall be granted to all telegraph companies. The United States shall have also the right of way over said bridge for postal-telegraph purposes.

SEC. 5. That all railway companies desiring to use said bridge shall be entitled to equal rights and privileges in using the same, including