

and Mount Vernon Electric Railway Company shall apply to the Falls Church and Potomac Railway Company; and the said Falls Church and Potomac Railway Company shall be subject, in case of any violation of the limitations, requirements, and restrictions aforesaid, to the same fines, penalties, and forfeiture of the privileges and rights herein granted as the Washington, Alexandria and Mount Vernon Electric Railway Company is subject to.

SEC. 23. That should the Washington, Alexandria and Mount Vernon Electric Railway Company fail or refuse to construct a double-track street railway on the Virginia side of the Potomac River to the Arlington Reservation and provide accommodations for the necessary travel from the city of Washington to Arlington within one year from the approval of this Act, then all the rights, powers, privileges, and franchises conferred upon said company by this Act within the jurisdiction of the District of Columbia shall be, and the same are hereby, forfeited.

Rights forfeited on failure to extend tracks to Arlington.  
Post, p. 593.

SEC. 24. That all the conditions, requirements, and obligations imposed by the terms of this Act upon the Washington, Alexandria and Mount Vernon Electric Railway Company shall be complied with by any and all the successors to and assigns of said company.

Conditions, etc., binding on assigns.

SEC. 25. That this Act may at any time be altered, amended, or repealed by the Congress of the United States.

Amendment, etc.

Approved, August 23, 1894.

CHAP. 319.—An Act Empowering fourth-class postmasters to administer oaths to pensioners.

August 23, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That hereafter, in addition to the officers now authorized to administer oaths in such cases, fourth-class postmasters of the United States are hereby required, empowered, and authorized to administer any and all oaths required to be made by pensioners and their witnesses in the execution of their vouchers with like effect and force as officers having a seal; and such postmaster shall affix the stamp of his office to his signature to such vouchers, and he is authorized to charge and receive for each voucher not exceeding twenty-five cents, to be paid by the pensioner.

Pensions.  
Fourth-class postmasters may administer oaths, etc.

Fees.

Approved, August 23, 1894.

CHAP. 320.—An Act To authorize the Saint Louis, Avoyelles and Southwestern Railway Company to bridge Bayou Des Glaises and Atchafalaya River in the State of Louisiana.

August 23, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Saint Louis, Avoyelles and Southwestern Railway Company, its successors or assigns, be, and is hereby, authorized to construct and maintain a railway bridge and approaches thereto over and across Bayou Des Glaises, in the parish of Avoyelles, State of Louisiana, and also a railway bridge and approaches thereto over and across the Atchafalaya River, between Melville and the mouth of Red River, in said State, at such point as may be selected by said railway company for crossing said bayou and river with its railroad line, subject to the approval of the Secretary of War. Said bridges shall be constructed to provide for the passage of railway trains, and, at the option of said company, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be approved from time to time by the Secretary of War. That the bridges over the said streams shall be constructed as draw or pivot bridges; the draw

St. Louis, Avoyelles and Southwestern Railway Company may bridge Bayou Des Glaises and Atchafalaya River, La.

Railway, wagon, and foot bridges.

Toll.

Draw piers.

or pivot pier shall be over the main channel of the stream at an accessible navigable point, and the openings on each side of the pivot pier shall not be less than one hundred feet in the clear, unless otherwise expressly directed by the Secretary of War, and if so directed shall be according to such direction, and the said openings shall be accessible at all stages of water, and the spans shall be not less than ten feet above extreme high water, as understood at the point of location, to the lowest part of the superstructure of the bridge, and the piers and draw rests shall be parallel with, and the bridge or bridges at right angles to, the current of the stream or streams, and no riprap or other outside protection for imperfect foundations shall be permitted to approach nearer than four feet to the surface of the water at its extreme low stage, or otherwise to encroach upon the channel ways provided for in this Act; and all and each of said draws shall be opened promptly upon reasonable signals for the passage of boats; and said company shall maintain, at its own expense, from sunset till sunrise, throughout the season of navigation, such lights or other signals on said bridges as the Light-House Board may prescribe.

Lights, etc.

Lawful structures and post routes.

SEC. 2. That any bridge built under this Act, and subject to its limitations, 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, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post roads in the United States.

Free navigation.

Changes.

Litigation.

Proviso. Existing laws.

Use by other companies.

Secretary of War to approve plans, etc.

SEC. 3. That no bridge shall be erected or maintained under the authority of this Act which shall at any time substantially or materially obstruct the free navigation of said streams; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation he is hereby authorized to cause such change or alteration of said bridge or bridges to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge. And in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said streams, caused or alleged to be caused by said bridge, the case may be brought in the district court of the United States for the western district of Louisiana: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt said bridges from the operation of the same.

SEC. 4. That all railway companies desiring the use of said bridges, or either of them, shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use.

SEC. 5. That the bridges authorized to be constructed under this Act shall be built and located under and subject to such regulations for the security of navigation of said streams as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of said bridges, and each of them, and a map of the location, giving, for the space of one-half mile above and one-half mile below the proposed location, the topography of the banks of the streams, the shore lines at high and low water, the direction and strength of the currents at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge or bridges are approved by the Secretary of War the bridge or bridges shall not be built; and should

any change be made in the plan of said bridges, or either of them, during the progress of construction, such change shall be subject to approval of the Secretary of War. And the said structure shall be changed at the cost and expense of the owners thereof, from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said streams, and the authority to erect and continue any and all of said bridges shall be subject to revocation by the Secretary of War whenever the public good, in his judgment, so requires.

Changes.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment, etc.

SEC. 7. That this Act shall be null and void if actual construction of the bridge or bridges herein authorized be not commenced within one year and completed within three years from the approval of this Act.

Commencement and completion.

Approved, August 23, 1894.

**CHAP. 328.**—An Act To open, widen, and extend alleys in the District of Columbia.

August 24, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act of Congress approved July twenty-second, eighteen hundred and ninety-two, entitled "An Act to provide for the opening of alleys in the District of Columbia," be, and the same is hereby, amended so as to authorize the Commissioners of the District of Columbia, under the terms and conditions of said Act in regard to the opening, extending, widening, or straightening of alleys, to open minor streets in said District of a width not less than forty feet, nor more than sixty feet, to run through a square from one street to another, whenever in the judgment of said Commissioners the public interests require it.

District of Columbia. Opening streets through squares. Vol. 27, p. 255.

SEC. 2. That the words, "one copy of which (plat) shall be filed with the recorder of deeds and the other in the office of the Commissioners of the District of Columbia," in section three of said Act be, and the same are hereby, amended so as to read "one copy of said plat shall be filed and recorded in the office of the surveyor of the District of Columbia, one in the office of the recorder of deeds of the District of Columbia, and one in the office of the Commissioners of said District."

Filing plats. Vol. 27, p. 256.

SEC. 3. That the words "six dollars for the services of said marshal," in section five of said Act, be, and the same are hereby, amended so as to read, "five dollars per diem for the services of said marshal when actually employed."

Marshal's fee. Vol. 27, p. 256.

Approved, August 24, 1894.

**CHAP. 329.**—An Act To prevent the recording of subdivisions of land in the District of Columbia in the office of the recorder of deeds.

August 24, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That hereafter it shall not be lawful for any person or persons to record any map or plat of the subdivision of land in the District of Columbia in the office of the recorder of deeds for said District, whether such map or plat be attached to a deed or other document or is offered separately for record.

District of Columbia. Filing plats in recorder of deeds' office unlawful.

Approved, August 24, 1894.