

**CHAP. 32.**—An Act Providing for the rescue of the armament and wreck of the United States war ship Kearsarge.

March 9, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the sum of forty-five thousand dollars, or so much thereof as may be found necessary, is hereby appropriated, from any moneys in the Treasury not otherwise appropriated, to be expended under the direction of the Secretary of the Navy, for the purpose of reclaiming the wreck of the United States ship of war Kearsarge and her equipment: *Provided,* That no greater sum than ten thousand dollars of the aforesaid appropriation be expended if the attempt to reclaim the ship proves a failure.

"Kearsarge." Appropriation for rescuing wreck of ship of war.

*Proviso.*  
Limit.

Approved, March 9, 1894.

**CHAP. 33.**—An Act To authorize the construction of a bridge over the Arkansas River at or near Van Buren, Arkansas.

March 9, 1894.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Fort Smith and Van Buren Railway Company, a corporation organized and existing under the laws of the State of Arkansas and being empowered by the terms of its charter to construct its railway from a point on the northern limits of the city of Fort Smith, Arkansas, to Van Buren, Arkansas, the construction and operation of said line of railway involving the construction of a bridge across the Arkansas River at a point at or near the city of Van Buren, be, and the said Fort Smith and Van Buren Railway Company, its successors and assigns, are hereby, authorized and empowered to construct said bridge across said river, and to maintain and operate the same as a railway, passenger, and wagon bridge.

Fort Smith and Van Buren Railway Company may bridge Arkansas River at Van Buren, Ark.

Railway, wagon, and foot bridge.

Secretary of War to approve plans, etc.

**SEC. 2.** That any bridge authorized to be constructed under this Act, whether constructed as a high bridge or a drawbridge, shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object said company or corporation shall submit to the Secretary of War a design and drawing of said bridge to be erected for his examination and approval, and a map of its location, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until said plan and location of said bridge are approved by the Secretary of War said bridge shall not be commenced or built; and should any change be made in the plan of any bridge authorized to be constructed by this Act during the progress of the work of construction, such change shall be subject to the approval of the Secretary of War: *Provided,* That if the bridge herein authorized be built as a drawbridge, the draw shall be opened promptly upon reasonable signal for the passage of boats; and whatever kind of bridge is built, the said company shall maintain thereon, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe. That all railway companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties, in case they shall not agree.

Changes.

*Proviso.*  
Draw.

Lights, etc.  
Use by other railway companies.

Terms.

**SEC. 3.** 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 no higher charge shall be made for 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;

Lawful structure and post route.

and it shall enjoy the rights and privileges of other post roads of the United States.

**Toll.** SEC. 4. That the rates of toll which shall be charged for vehicles and foot passengers over said bridge shall be the same as those now established for like service by the laws of Arkansas as expressed in section five thousand five hundred and forty-six of Manstfield's Digest thereof, eighteen hundred and eighty-four, page ten hundred and sixty-eight.

**Amendment, etc.** SEC. 5. That the right to alter, amend, or repeal this Act, or any part thereof, whenever Congress shall consider it necessary for the public interest, is hereby expressly reserved, and any expenditure required by reason of such legislation by Congress shall be made by the owners of said bridge or the corporation or parties controlling and using the same, without cost or damage to the United States.

**Commencement and completion.** SEC. 6. That this Act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year and completed within three years from the date of approval of this Act.

Approved, March 9, 1894.

March 10, 1894.

**CHAP. 34.**—An Act To establish a port of delivery at Bonners Ferry, Idaho.

**Bonners Ferry, Idaho.** *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Bonners Ferry, Kootenai County, Idaho, be a port of delivery in the customs collection district of Montana and Idaho.*

Made port of delivery.

R. S., sec. 2593, p. 513.

Approved, March 10, 1894.

March 12, 1894.

**CHAP. 35.**—An Act To continue in force the provisions of an Act approved March second, eighteen hundred and eighty-five, and entitled "An Act to protect the fish in the Potomac River in the District of Columbia, and to provide a spawning ground for shad and herring in the said Potomac River."

**Potomac River, D. C.** *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after date of passage of this act, for a period of ten years, the provisions of the Act approved March second, eighteen hundred and eighty-five, and entitled "An Act to protect the fish in the Potomac River in the District of Columbia, and to provide a spawning ground for shad and herring in the said Potomac River," be, and the same are, continued in force as follows: That it shall not be lawful to fish with fyke-net, pound-net, stake-net, weir, float-net, gill-net, haul-seine, dip-net, or any other contrivance, stationary or floating, in the the waters of the Potomac River within the District of Columbia.*

Unlawful fishing prohibited for ten years.

Vol. 23. p. 340.

Penalty for violations.

SEC. 2. That any person who shall offend against any of the provisions of this act shall be deemed guilty of a misdemeanor, and upon sufficient proof thereof, in the police court or other court of the District of Columbia, shall be punished by a fine of not less than ten dollars nor more than one hundred dollars for each and every such offense, and shall forfeit to the District his nets, boats, and all other apparatus and appliances used in violation of law, which shall be sold; and the proceeds of such sales, and all fines accruing under this act, shall be paid into the Treasury: *Provided, That nothing in this act shall be construed to prohibit angling or fishing with the out line or to prevent the United States Commissioner of Fish and Fisheries, or his agents, from taking from said waters of the Potomac River in the District of Columbia, in any manner desired, fish of any kind for scientific purposes or for the purposes of propagation.*

*Proviso.*  
Permission for angling and Fish Commission.

Deposit of chemicals etc.. unlawful.

SEC. 3. That it shall be unlawful to allow any tar, oil, ammoniacal liquor, or other waste products of any gas works or of works engaged in using such products or any waste product whatever of any mechanical, chemical, manufacturing, or refining establishment to flow into or