

June 23, 1874.

CHAP. 473.—An act granting the right of way through the public lands to the Arkansas Valley Railway Company.

Right of way through public lands to Arkansas Valley Railroad Company.

Width of grant.

Land for station-buildings, &c.

May take material from public domain.

Map to be filed within six months.

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 through the public lands be, and the same is hereby, granted to the Arkansas Valley Railway Company, a corporation duly created under the laws of the Territory of Colorado, its successors and assigns, for a railroad and telegraph-line, now partially completed and in operation, from a point on the line of the Kansas Pacific Railway at Kit Carson; thence southward to West Las Animas; thence westward along or near the Arkansas River to Pueblo, a distance of about one hundred and fifty miles, and within said Territory of Colorado. Said right of way is granted to said railway-company to the extent of one hundred feet in width on each side of said railroad where it may pass through the public domain and military reservation at Fort Lyon, including grounds for station-buildings, workshops, depots, machine-shops, switches, side-tracks, turntables, cattle-yards and water-stations, to the amount not exceeding ten acres, not mineral-lands, for each station, and for not more than one station in every ten miles; together with the right to take, from the public lands while belonging to the United States, adjacent to said right of way, stone, earth, and other material necessary for the construction, maintenance, and repair of its railway and telegraph: *Provided,* That within six months from the passage of this act the said Arkansas Valley Railway Company shall file with the Secretary of the Interior a map, to be approved by him, exhibiting the line of the railroad of said company as the same has been located: *And provided further,* That the right of way across the military reservation at Fort Lyon, and the depot-grounds thereon, shall be located and set aside under the direction of the Secretary of War: *Provided,* That this grant of the right of way shall not prevent any railroad-company from crossing said Arkansas Valley Railway Company at grade.

Approved, June 23, 1874.

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1873, ch. 46, vol. xvii, p. 413.

CHAP. 474.—An act supplementary to the act entitled "An act to authorize the Washington City and Point Lookout Railroad Company to extend a railroad into and within the District of Columbia" approved January 22, 1873.

Washington City and Point Lookout Railroad Company may enter and construct road within city of Georgetown. Route.

Bridge across the Potomac River.

Branch to connect with Washington branch of Baltimore and Ohio Railroad.

Location of route to be approved by engineer in charge of public buildings and grounds.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Washington City and Point Lookout Railroad Company may enter the city of Georgetown with their railroad, and may construct the same within the limits of said city on and by the following route: Beginning at a point on the northeastern boundary line of the District of Columbia; thence to the mouth of Piney Branch of Rock Creek, by a route north of the Soldiers Home, and avoiding any property of the United States; thence by way of Rock Creek to a point near its mouth; thence by way of Water street in Georgetown to a point near the northeastern terminus of the Aqueduct Bridge, in said city; thence along the Potomac River to the northwestern boundary of the District of Columbia, so as to connect with the Washington and Ohio Railroad, with authority to construct a bridge across the Potomac River above navigation, upon plans and specifications to be first approved in writing by the Secretary of War; and also to construct a branch railroad outside of the limits of the city of Washington to connect its road with the Washington branch of the Baltimore and Ohio Railroad; *Provided,* That the location of said route herein defined shall be subject to the approval of the engineer in charge of public buildings and grounds: *And provided further* that nothing in this act shall be so construed as to permit or authorize the Washington City and Point Lookout Railroad Company to enter upon or use any property

owned or controlled, or in any manner to interfere with any right or privilege heretofore granted to the Chesapeake and Ohio Canal Company by their charters, or amendments thereto, without the consent of said Chesapeake and Ohio Canal Company and its lessees is first had and obtained: *And provided further*, that said Washington City and Point Lookout Railroad Company shall establish a depot at some point in Georgetown on Water street, between Rock Creek and the Aqueduct Bridge; *And provided further* that said Washington City and Point Lookout Railroad Company shall construct its railroad in the county of Washington herein authorized so that wherever it shall cross any public road it shall cross the same by an overgrade or undergrade crossing, by bridge or tunnel, so as not to impede public travel upon said roads, and shall construct that part of said railroad along Rock Creek in the valley of said creek, passing west of the P-street bridge, by a tunnel through the hill west of said P-street bridge; and said road-crossings and said tunnel shall be located and constructed in accordance with plans and specifications to be first approved in writing by the engineer in charge of public buildings and grounds.

Not to interfere with property or rights of the Chesapeake and Ohio Canal Company.

Depot to be established in Georgetown.

Railroad in county of Washington to cross public roads by overgrade or undergrade, &c.

Tunnel west of P-street bridge.

Plans and specifications to be approved.

SEC. 2. That the Baltimore and Ohio Railroad Company shall have the right to use the tracks of said Washington City and Point Lookout Railroad Company to be laid under the provisions of this act, from the intersection of the same with the Metropolitan branch of the Baltimore and Ohio Railroad Company to the city of Georgetown upon such reasonable terms as may be agreed upon or Congress prescribe.

Baltimore and Ohio Railroad Company to have use of tracks between certain points.

SEC. 3. This act may be altered, amended, or repealed at any time, and all rights and privileges herein conveyed to said Company shall cease and determine unless the said Company complete its road hereby authorized to Georgetown with at least one track within three years from the passage of this act.

Act may be altered, amended, or repealed.

Rights to cease unless road built within three years.

Approved, June 23, 1874.

CHAP. 475.—An act to declare the bridge across the Niagara River, authorized by the act of Congress, approved, June thirtieth, eighteen hundred and seventy, a post route—

June 23, 1874.
1870, ch. 176, vol. xvi, p. 173.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the modification in the plans of the bridge authorized by the act approved on the thirtieth day of June, eighteen hundred and seventy, as stated in the report of the board of engineers of the War Department, dated February seventh, eighteen hundred and seventy-one, are hereby approved; and said bridge as constructed is hereby declared to be a lawful structure, and an established post-route for the mail of the United States.

Bridge across Niagara River.

Certain modifications in plans approved.

Bridge declared a post-route.

Approved, June 23, 1874.

CHAP. 476.—An act to authorize the Secretary of the Treasury to suspend work upon the public buildings.

June 23, 1874.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and he is hereby, authorized and directed to defer operations on any public buildings that are authorized by existing laws but not actually commenced, or to proceed with the same, as may, in his opinion, be for the best interests of the public service: *Provided*, That all moneys heretofore appropriated for the construction of public buildings and now remaining to the credit of the same on the books of the Treasury Department, or which may hereafter be appropriated for such buildings, shall remain available until the completion of the work for which they are, or may be, appropriated; and upon the final completion of each or any of said buildings, and the payment of all outstanding liabilities therefor, the balance or balances remaining shall be immediately covered into the Treasury

Secretary of the Treasury may suspend work on public buildings not actually commenced.

Unexpended balances available until completion of work.

When to be covered into Treasury.