

Made a post-route.

SEC. 4.—That the said bridge and accessory works, when built and constructed under this act and according to the terms and limitations thereof, shall be lawful structures; and said bridge 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 railroads or public highways leading to said bridge; and said bridge shall enjoy the rights and privileges of other post-routes in the United States; and Congress reserves the right at any time to regulate by appropriate legislation the charges for freight and passengers over said bridge.

Authorized to execute mortgage and issue bonds.

SEC. 5.—That said corporation may execute a mortgage upon the bridge, its approaches and appurtenances, including said accessory works, and issue bonds secured by the same, bearing such rate of interest, and payable, principal and interest, as such corporation shall determine; and such mortgage shall constitute the first lien upon the said bridge and other property in said mortgage mentioned and described.

Right of way for postal telegraph reserved to the United States.

SEC. 6.—That the United States shall have the right-of-way for postal telegraph across said bridge.

Permission for assignment of rights, etc.

SEC. 7.—That the Sioux City and Pacific Railroad Company may assign all the rights, privileges, and franchises conferred by and contained in this act, if said company shall deem said assignment expedient and for its best interests: *Provided, however,* That said bridge, if built by the assigns of said company, shall be constructed and maintained in all respects on the terms and subject to the conditions, limitations, and restrictions herein contained, reserving the right to Congress to amend, alter, or repeal this act.

*Proviso.*

Approved, June 27, 1882.

June 27, 1882.

CHAP. 243.—An act to vacate a certain part of Rock street, in Georgetown, in the District of Columbia.

Rock street, Georgetown, D. C., portion of, vacated.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the portion of Rock street, in Georgetown, in the District of Columbia, lying between Bridge street and the intersection of said Rock street with Monroe street be, and the same is hereby, vacated.

Approved, June 27, 1882.

June 27, 1882.

CHAP. 244.—An act to authorize the Southern Maryland Railroad Company to extend a railroad into and within the District of Columbia.

Southern Maryland Railroad Company to extend road into and within the District of Columbia.

Preamble.

Whereas, It is represented to this present Congress that the Southern Maryland Railroad Company, organized under the provisions of the act of the general assembly of the State of Maryland, entitled, "An act to incorporate the Southern Maryland Railroad Company," approved March twentieth, eighteen hundred and sixty-eight, desire to extend their railroad into and within the District of Columbia: Therefore

Description of route.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Southern Maryland Railroad Company shall be, and they are hereby authorized and empowered to extend their railroad into and within the District of Columbia, by and over the route or routes and from and to the terminal point or points following, that is to say: Entering the said District near its northeastern angle and proceeding thence in a northwestwardly direction across the Baltimore and Potomac Railroad near Benning's Station, on that road, and across the eastern branch of the Potomac River about one thousand feet above and north of Benning's Bridge, and run-

ning thence southward of Mount Olivet Cemetery across the Washington Branch of the Baltimore and Ohio Railroad near the southern angle of the National Fair Grounds, and thence across the old Bladensburg road at the head of the National Fair Grounds Valley, and thence to a junction with the Metropolitan Branch of the Baltimore and Ohio Railroad at or near the two mile post on said metropolitan Branch of said railroad, which said point of junction shall be the northern terminus of said Southern Maryland Railroad. And the said Southern Maryland Railroad Company are hereby authorized to exercise the same powers, rights, and privileges, and are subject to the same restrictions, in the extension and construction of their said railroad into and within the said District, as may be now exercised by railroad companies organized under the general laws in force for the incorporation of railroad companies in the District of Columbia, it being expressly understood that the Southern Maryland Railroad Company shall have power to construct a railroad within the said District only along the routes and from and to the terminal points hereinbefore indicated.

Powers, rights, and privileges.

SEC. 2.—That nothing herein contained shall be so construed as to authorize the said company to enter upon and take any cemetery, or any part of the property known as the So'diers' Home, or any lot or square, or part thereof, owned by the United States, for the purpose of locating or constructing said railroad, or for the purpose of excavating the same or taking therefrom any materials, or for any other purposes or uses whatsoever; and the said Southern Maryland Railroad may connect within said District with any railroad or canal company chartered or hereafter to be chartered, by such route or routes within said District as have been or as may be hereafter determined by Congress, and upon such terms as may be agreed upon by the said companies respectively. In crossing the track of any other railroad, said Southern Maryland Railroad Company shall construct its road either above or below the grade of said road.

Cemeteries, the Soldiers' Home, or any property of the United States to be exempt.

Railroad connections.

Grade in crossing other roads.

SEC. 3.—That the said Southern Maryland Railroad Company may charge and receive for tolls and transportation of freights on the part of said railroad within the District of Columbia the same rates that it shall charge and receive therefor on the part of said road without the said District, and the same rate of passenger fare may be established for distances along said road within the said District as shall be established for like distances along said road without said District. That Congress reserves the right to regulate the rates of passengers and freights on said railroad.

Tolls, etc., for freights.

SEC. 4.—That unless the said company shall commence the construction of said railroad within one year, and shall complete the same, with at least one set of tracks, within two years from the passage of this act, then this act and all rights and privileges hereby granted shall cease and determine.

To commence work in one year, and complete road in two years from passage of act.

Approved, June 27, 1882.

CHAP. 245.—An act authorizing the National Bank of Kutztown to change its location and name.

June 27, 1882.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the National Bank of Kutztown, now located in the borough of Kutztown and State of Pennsylvania, is hereby authorized to change its location to the city of Reading, in said State, whenever the stockholders representing three-fourths of the capital of said bank, at a meeting called for that purpose, determine to make such change, the president and cashier shall execute a certificate, under the corporate seal of the bank, specifying such determination, and shall cause the same to be recorded in the Office of the Comptroller of the Currency, and thereupon such change of location shall be

National Bank of Kutztown may be removed to Reading, Pa.