

February 24, 1891.

CHAP. 291.—An act to amend an act entitled “An act for the construction of a bridge at South Saint Paul, Minnesota.”

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act entitled “An act for the construction of a railroad and wagon bridge across the Mississippi River at South Saint Paul, Minnesota,” approved April twenty-sixth, eighteen hundred and ninety, be, and hereby is, amended as follows:

First, by striking out section one of said bill and substituting in lieu thereof the following, to wit:

“That the South Saint Paul Belt Railroad Company, its successors and assigns, be, and they are hereby, authorized to construct and maintain, at a point suitable to the interest of navigation, a railroad bridge or a combined railroad, wagon, and foot passenger bridge across the Mississippi river from a suitable point on its west bank, at or near the city of South Saint Paul, in the State of Minnesota, and within the limits of section thirty-five, township twenty-eight, range twenty-two west, to a corresponding point on its east bank, and to lay on or over said bridge a railroad track or tracks for the more perfect connection of any railroad or railroads that are or shall be constructed to said river, on either or both sides thereof at or opposite said places, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, or damage resulting from the same, the cause may be tried before the circuit court of the United States in and for any district in which any portion of said bridge or obstruction touches; said bridge may, at the option of the company building the same, be constructed to provide for the passage of railroad trains alone, or for the passage of railroad trains and for the safe passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, all for such reasonable rates of toll as may be fixed from time to time by the Secretary of War.”

Second, by striking out section seven of said bill and substituting in lieu thereof the following, to wit:

“SEC. 7. 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 the approval of these amendments.

Approved, February 24, 1891.

February 27, 1891.

CHAP. 342.—An act granting right of way to the Junction City and Fort Riley Street Railway Company into and upon the Fort Riley military reservation in the State of Kansas, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the right of way be, and the same is hereby, granted to the Junction City and Fort Riley Rapid Transit Street Railway Company, of Junction City, Geary County, State of Kansas, to construct and operate a line of street railway from a point commencing at or near the north end of the public bridge, over the Republican River in Geary County, near and west of the Union Pacific Railroad bridge; thence north and northeast through said military reservation to a point at or near the post of said Fort Riley as shall hereinafter be designated and determined upon.

South Saint Paul Belt Railroad Company's bridge over Mississippi River at South Saint Paul, Minn.

Ante, p. 69, amended.

Location.

Free navigation.

Litigation.

Railway, or railway, wagon, and foot bridge.

Tolls.

Ante, p. 71, amended.

Commencement and completion extended.

Junction City and Fort Riley Rapid Transit Street Railway Company granted right of way through Fort Riley military reservation, etc., Kans.

Commencing point.

Direction, etc.