

requisite for carrying this act into effect, and which may not be repugnant to the Constitution and laws of the United States.

Powers.

SEC. 4. That the said Eclectic Medical Society of the District of Columbia is hereby endowed with all the rights, privileges, and immunities that appertain to other medical societies of the District of Columbia.

SEC. 5. That all acts and parts of acts inconsistent with the provisions of this act are hereby repealed.

Approved, February 18, 1893.

February 18, 1893.

CHAP. 138.—An act granting to the Santa Fe, Prescott and Phoenix Railway Company the right of way across the Whipple Barracks military reservation in Arizona.

Santa Fe, Prescott and Phoenix Railway Company granted right of way, Whipple Barracks reservation, Ariz.

Proviso.
Repeal.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Santa Fe, Prescott and Phoenix Railway Company, a corporation duly organized under the laws of the Territory of Arizona, is hereby granted the right of way, one hundred feet in width, for its said railroad across and through the Whipple Barracks military reservation, located in the said Territory of Arizona, not to interfere with any buildings or improvements on said reservation, and the location of the line of said right of way to be subject to the approval of the Secretary of War: *Provided,* That the right to repeal this act, if the interest of the United States should so demand, is hereby expressly reserved.

Approved, February 18, 1893.

February 18, 1893.

CHAP. 139.—An act to change the name of the Capitol, North O Street and South Washington Railway Company.

Capitol, North O street and South Washington Railway Company, D. C. Name changed to Belt Railway Company.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name of the said Capitol, North O Street and South Washington Railway Company be, and the same is hereby, changed to "The Belt Railway Company." *Provided,* That said change shall not affect pending suits against said company nor the enforcement of existing contracts with said company.

Approved, February 18, 1893.

February 18, 1893.

CHAP. 140.—An act to authorize the Union Railroad Company to construct and maintain a bridge across the Monongahela River.

Union Railroad Company may bridge Monongahela River, Pa.

Legal structure.

Height, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Union Railroad Company, a corporation existing under the laws of the State of Pennsylvania, is hereby authorized to construct, maintain, and operate a railroad bridge across the Monongahela River, between a point in Mifflin Township and a point opposite in Wilkins Township, in Allegheny County, State of Pennsylvania; and said bridge, when built in accordance with the requirements of this act, shall be a legal structure, and may be used for railroad and highway purposes.

SEC. 2. That any bridge built under the provisions of this act shall not be in any case of less elevation than fifty-four feet from the level of the water at pool full in said river to the bottom chord of the bridge, nor shall the main span be of less than three hundred and fifty feet in length in the clear, and the piers of the bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river at ordinary water.

SEC. 3. That to secure a compliance with the conditions of this act the company, previous to commencing the construction of the bridge, shall submit to the Secretary of War a plan of the bridge and the location of its piers, with a detailed map of the river at the proposed site of the bridge and for a distance of three-fourths of a mile above and below the site, exhibiting the depths and currents at all points of the same and the location of any other bridge or bridges, together with all other information touching said bridge and river as may be deemed requisite by the Secretary of War to determine whether the said bridge when built will conform to the provisions of this act and cause no serious obstruction to the navigation of the river or injuriously affect the flow of water.

Plans, etc., to be submitted to Secretary of War.

SEC. 4. That the Secretary of War is hereby authorized and directed, upon receiving said plan and map, and upon being satisfied that a bridge built on such plan and at said locality will conform to the provisions of this act and cause no serious obstruction to the navigation of the river or injuriously affect the flow of water, to notify the said company that he approves the same, and upon receiving such notification the said company may proceed to the erection of said bridge, conforming strictly to the approved plan and location. But until the Secretary of War shall approve the plan and location of the said bridge, and notify the said company of the same in writing, the bridge shall not be built or commenced; and should any change be made in the plan of the bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

Secretary of War to approve plans, etc.

SEC. 5. That said bridge shall be constructed to provide for the passage of railroad trains, and, at the option of the corporation by which it may be built, 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.

Changes.

Railroad, wagon, and foot bridge.

Tolls.

SEC. 6. That all railroad companies desiring the use of any bridge constructed under this act shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the same, and over the approaches thereto, upon payment of reasonable compensation for such use; and in case the owner or owners of said bridge, and the several railroad companies or any one of them desiring such use shall fail to agree upon the sum or sums to be paid, and upon the rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proof of the parties.

Use by other companies.

Compensation.

SEC. 7. That said bridge herein authorized to be constructed shall be so kept and managed at all times as to afford proper means and ways for the passage of vessels, barges, or rafts, both by day and by night; and there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe; and such changes shall be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of the said company, in order the more effectually to preserve the free navigation of said river.

Aids to navigation.

Lights, etc.

SEC. 8. That this act shall be null and void unless the construction of said bridge shall be commenced within one year and completed within three years from the passage of this act.

Commencement and completion.

SEC. 9. That Congress shall have power at any time to alter, amend, or repeal this act.

Amendment, etc.

Approved, February 18, 1893.