

seventy-four, may be relocated and rebuilt by the Chicago, Milwaukee and Saint Paul Railway Company, the present owner of the bridge, in accordance with such plans and at such location as may be approved by the Secretary of War and subject to the same limitations and requirements, except as to the changes in structure approved by the Secretary of War, as are provided in the Act of Congress approved June sixth, eighteen hundred and seventy-four, hereinbefore named: *Provided*, That the length of channel spans of the new structure shall not be less than the length of such spans in the existing bridge.

Changes.

Provided.
Length of channel spans.

Approved, March 30, 1898.

CHAP. 113.—An Act To authorize the Monroe Railway and Construction Company to construct a bridge across Red River, at or near Grand Ecore, Louisiana.

April 4, 1898

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Monroe Railway and Construction Company be, and is hereby, authorized to construct and maintain a railroad bridge and approaches thereto across Red River at or near the town of Grand Ecore, in the parish of Natchitoches, State of Louisiana.

Monroe Railway and Construction Company may bridge Red River, Louisiana.

SEC. 2. That said bridge shall be located and built under and subject to such regulations for the security of navigation as the Secretary of War may prescribe; and to secure that object the said construction company shall submit for his examination a design and drawing of the bridge and a map of the location, and until the said plan and location are approved by him the bridge shall not be commenced or built; and should any change be made in said bridge before or after completion, such change shall likewise be subject to the approval of the Secretary of War.

Secretary of War to prescribe regulations.

—to approve plans, etc.

—changes.

SEC. 3. That said bridge shall be built with a suitable draw so kept and managed as to offer safe, reasonable, and proper means for the passage of vessels and other craft through and under same; and for the safety of vessels passing at night there shall be displayed on said bridge, from sunset to sunrise, at the expense of the owners thereof, such lights or other signals as the Light-House Board may prescribe; and any changes in said bridge which the Secretary of War may at any time deem necessary, and order in the interests of navigation, shall be made by the owners thereof at their own expense.

Draw.

Lights.

Changes, expense of.

SEC. 4. That said 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 also no higher charge shall be made for the transmission over the same of the mails, the troops, and 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, and shall enjoy the rights and privileges of other post-roads in the United States; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies; and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes.

To be lawful structure and post route.

Telegraph, etc., companies.

SEC. 5. That all railroad companies desiring the use of said bridge shall be entitled to equal rights and privileges relative to the passage of railway trains over the same and the approaches thereto upon payment of a reasonable compensation for such use; or, in case of disagreement, upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in interest.

Equal rights to railroad, etc.

SEC. 6. That this Act shall be null and void if actual construction of said bridge be not commenced in one year and completed in three years from the approval hereof.

Commencement and completion.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, April 4, 1898.

April 9, 1898.

CHAP. 116.—An Act To incorporate the National Florence Crittenton Mission.

District of Columbia.
National Florence Crittenton Mission.
Incorporation of.

Purposes of incorporation.

Powers.

Board of trustees.

—vacancies.

Amendment.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Charles N. Crittenton, Franklin B. Waterman, Wager Swayne, Kate Waller Barrett, and Charles S. Morton, and their associates and successors, are hereby constituted a body politic and corporate in the District of Columbia for the period of twenty years from and after March fourth, eighteen hundred and ninety-seven, by the name of "The National Florence Crittenton Mission," for the following purposes, namely: To aid and encourage destitute, homeless, and depraved women and men to seek reformation of character and respectability and to reach positions of honorable self-support, and especially to provide for women and young girls who have led profligate lives, or having been betrayed from the path of virtue are sincerely willing to reform, temporary homes and employment until they can be restored to friends or established in honest industry; also to establish homes for working girls, and for those purposes to carry on such homes, industrial enterprises, and such other instrumentalities as may be adapted thereto. Said corporation, through its board of trustees, shall have power to have and use a common seal, to sue and be sued, to plead and be impleaded in any court of the United States, to collect subscriptions, make reasonable by-laws, rules, and regulations needful for the government of said corporation and giving effect to the objects of its creation not inconsistent with the Constitution and laws of the United States; to receive, have, and hold real and personal estate by purchase, gift, or devise, and the same to use, sell, and convey for the reasonable purposes and benefit of said corporation; to employ such officers, agents, and employees as they may reasonably deem necessary for such purposes; fix their compensation, duties, and obligations, and change or remove them as often as in their judgment the interests of the said corporation may require.

SEC. 2. That the number of trustees for the first year of said organization shall be five, namely, Charles N. Crittenton, Franklin B. Waterman, Wager Swayne, Kate Waller Barrett, and Charles S. Morton; and any and all vacancies which may occur in said board of trustees shall be filled by an affirmative vote of a majority of the trustees present entitled to vote at any meeting duly called or set for that purpose. The right to alter, amend, or repeal this Act at any time is hereby expressly reserved.

Approved, April 9, 1898.

April 11, 1898.

CHAP. 118.—An Act Authorizing the Shreveport and Red River Valley Railway Company to construct and maintain a bridge across the Loggy Bayou, in Louisiana.

Shreveport and Red River Valley Railway may bridge Loggy Bayou, Louisiana.

Passage of vehicles, etc.

Toll.

Lawful structure and post road.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Shreveport and Red River Valley Railway Company, a corporation created and existing under and by virtue of the laws of the State of Louisiana, be, and is hereby, authorized to construct and maintain a bridge across Loggy Bayou, in the State of Louisiana, at such point suitable to the interests of navigation as may hereafter be selected by said railway company for crossing said bayou with its railroad line. Said bridge shall be constructed to provide for the passage of railway trains, and at the option of said railway company 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 fixed by said railway company and approved by the Secretary of War.

SEC. 2. That said 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 also no higher charge shall be made for the transmission over the same of the mails, the troops, and munitions of