

July 7, 1898.

CHAP. 577.—An Act To authorize the construction of a bridge over Tombigbee River, in the State of Mississippi.

Monroe County, Miss., may bridge Tombigbee River.

Location.

Transit.

Not to obstruct navigation.

Secretary of War to approve plans, etc.

Proviso.
—approval to precede construction, etc.
—changes.

Aids to navigation.

Lights.

Lawful structure.

Amendment.

Commencement and completion.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the county of Monroe, in the State of Mississippi, is hereby authorized to construct and maintain a bridge and approaches thereto over the Tombigbee River, at or near a point three hundred yards north of where the railroad bridge of the main line of the Kansas City, Memphis and Birmingham Railroad crosses said river. Said bridge shall be constructed to provide for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers.

SEC. 2. That any bridge built under the provisions of this Act shall be built and constructed without material interference with the security and convenience of navigation, such as is had or practicable to be had on said river, and in order to secure a compliance with this condition the board of supervisors of the said county and State shall submit to the Secretary of War a plan of the bridge provided for in this Act, with such other information as may be required by the Secretary of War for a full and satisfactory understanding of the subject; and the Secretary of War is hereby authorized and directed, upon receiving such plan and other information, and being satisfied that the bridge built upon such plan will conform to prescribed conditions of this Act, to immediately notify the board of supervisors for said county, in said State, that he approves the same, and upon receiving such notification the said county may proceed to the erection of said bridge: *Provided,* That until the Secretary of War shall approve the location and plan of the said bridge the same shall not be commenced or built, and any change in the location or plan before or after completion of the bridge shall be subject to his approval: *Provided further,* That the said bridge shall be so kept and managed as to offer reasonable and proper means for the passage of boats through or under said structure, and for the safety of vessels passing at night there shall be displayed on said bridge, at the expense of the owners thereof, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe.

SEC. 3. That any bridge constructed under this Act and according to these provisions and conditions shall be a lawful structure, over which may be transmitted the mails, troops, and munitions of war of the United States free of charge, and the United States shall have the right of way for postal telegraph purposes across said bridge.

SEC. 4. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

SEC. 5. 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 hereof.

Approved, July 7, 1898.

July 7, 1898.

CHAP. 578.—An Act To amend section forty-seven hundred and forty-six of the Revised Statutes of the United States.

Pensions.
Penalty for false affidavit and post-dating vouchers.
R. S., sec. 4746, p. 924, amended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-seven hundred and forty-six of the Revised Statutes of the United States is hereby amended to read as follows:

“That every person who knowingly or willfully makes or aids, or assists in the making, or in any wise procures the making or presentation of any false or fraudulent affidavit, declaration, certificate, voucher, or paper or writing purporting to be such, concerning any claim for pension or payment thereof, or pertaining to any other matter within the jurisdiction of the Commissioner of Pensions or of the Secretary of the Interior, or who knowingly or willfully makes or causes to be made, or aids or assists in the making, or presents or causes to be pre-

sented at any pension agency any power of attorney or other paper required as a voucher in drawing a pension, which paper bears a date subsequent to that upon which it was actually signed or acknowledged by the pensioner, and every person before whom any declaration, affidavit, voucher, or other paper or writing to be used in aid of the prosecution of any claim for pension or bounty land or payment thereof purports to have been executed who shall knowingly certify that the declarant, affiant, or witness named in such declaration, affidavit, voucher, or other paper or writing personally appeared before him and was sworn thereto, or acknowledged the execution thereof, when, in fact, such declarant, affiant, or witness did not personally appear before him or was not sworn thereto, or did not acknowledge the execution thereof, shall be punished by a fine not exceeding five hundred dollars, or by imprisonment for a term of not more than five years."

Penalty for false certificate to vouchers, etc.

Approved, July 7, 1898.

CHAP. 579.—An Act To require the Brightwood Railway Company to abandon its overhead trolley on Kenyon street, between Seventh and Fourteenth streets.

July 7, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Brightwood Railway Company of the District of Columbia be, and it is hereby, required, within one month from the passage of this Act, to vacate that part of its road lying on Kenyon and Marshall streets, between Seventh and Fourteenth streets, in said District, and remove its tracks and poles therefrom: *Provided, however,* That said company shall have the right at any time within one year from the passage of this Act to equip and operate said road with underground electric power, such as is now used by the Metropolitan Railroad Company. In case said company shall neglect or refuse to equip said road as aforesaid within said period of one year, then their right to do so shall stand as forfeited and their charter repealed as to said part of said road: *And provided further,* That in case said railroad company shall refuse to remove its tracks and poles from said street within thirty days as aforesaid, then its charter to that part of said road shall stand forfeited and repealed from said date, and after the expiration of said thirty days said Brightwood Railway Company shall be liable to a fine of twenty-five dollars a day for each day its tracks, or any part thereof, or its poles, or any one of them, shall remain in said Kenyon or Marshall streets, said fine to be collected in any court of competent jurisdiction at the suit of the Commissioners of the District of Columbia.

District of Columbia.
Brightwood railway to abandon overhead trolley on Kenyon street.

Provisos.
—may substitute underground electric power.

Failure to remove tracks, etc.
—forfeiture.

—fine.

Bonds to aid underground electric equipment.

—limit of issue.

Issue of coupon tickets.

—use on Capital Traction road, etc.

Penalty, etc., for refusal to accept or sell tickets.

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SEC. 2. That said railway company, for the purpose only of equipping said branch with underground electric power, shall have the right to issue its bonds bearing interest not to exceed six per centum per annum, payable at such time as the officers of the company may deem expedient: *Provided,* That the issue of said bonds shall not in the aggregate exceed the amount necessary for the equipment aforesaid, and the total outstanding bonds and stock shall in no event exceed the sum of one hundred and fifty thousand dollars per mile of single track.

SEC. 3. That the Brightwood Railway Company is hereby directed to sell four coupon tickets for twenty-five cents for use over the lines of said company and the Capital Traction Company and to redeem the coupons when presented by said Capital Traction Company; and the provisions of section five of the Act approved February twenty-sixth, eighteen hundred and ninety-five, entitled "An Act to amend the charter of the Metropolitan Railroad Company of the District of Columbia," which relate to the issue, use, and redemption of said tickets and coupons in the case of the Brightwood Railway and the Metropolitan Railroad companies, and the penalty for violation of the provisions of said section of said Act, and the recovery of said penalty, and the