

April 11, 1898.

CHAP. 119.—An Act To authorize the construction of a bridge across Saint Francis River, in the State of Arkansas.

St. Francois Bridge and Plank Road Company of Paragould, Ark., may bridge St. Francis River, Arkansas.

Secretary of War to approve plans.

—draw.

Passage of vehicles, etc.

Toll.

Lawful structure and post route.

Telegraph companies.

Provisos.
Secretary of War to approve location, plans, etc.

Aids to navigation.

Lights.

Commencement and completion.

Amendment.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Francois Bridge and Plank Road Company of Paragould, Arkansas, incorporated under the laws of said State, is hereby authorized to construct, operate, and maintain a drawbridge across Saint Francis River, at or near the township line between townships sixteen and seventeen north, in Green County, State of Arkansas. Said bridge shall be constructed in accordance with such plans as the Secretary of War may decide to be necessary in the interest of navigation; and the draw shall be constructed in accordance with such plans as may be approved by the Secretary of War, and may be of pontoon or other construction, and may, by permission and under the direction of the Secretary of War, be changed. Said bridge shall provide for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, and the said company may charge reasonable rates of toll, to be approved by the Secretary of War.

SEC. 2. That said bridge constructed under this Act shall be a lawful structure, and shall be recognized as a post route, upon which no charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States; and equal privileges in the use of said bridge shall be granted to all telegraph companies; and the United States shall have the right of way across said bridge and approaches for postal telegraph purposes: *Provided,* That before the construction of any bridge herein authorized is commenced the said company shall submit to the Secretary of War, for his examination and approval, a design and drawing of such bridge and a map of the location, giving sufficient information to enable the Secretary of War to fully and satisfactorily understand the subject, and unless the plan and location of such bridge are approved by the Secretary of War the structure shall not be built: *Provided further,* That any bridge constructed under authority of this Act shall at all times be so kept and managed as to offer proper and reasonable means for the passage of vessels and other water crafts through or under said structure; and for the safety of vessels passing at night there shall be displayed on said bridge from sunset to sunrise such lights or other signals as may be prescribed by the Light-House Board when any vessel shall signal to pass.

SEC. 3. 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 approval of this Act.

SEC. 4. That Congress shall have the power at any time to alter, amend, or repeal this Act, or any part thereof, if in its judgment the public interests so require.

Approved, April 11, 1898.

April 11, 1898.

CHAP. 120.—An Act Extending the right of commutation to certain homestead settlers on lands in Oklahoma Territory, opened to settlement under the provisions of the Act entitled "An Act to ratify and confirm the agreement with the Kickapoo Indians in Oklahoma Territory, and to make appropriations for carrying the same into effect."

Public lands.
Commutation to settlers on ceded Kickapoo lands, Oklahoma.
Vol. 27, p. 562.

Vol. 29, p. 868.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the right of commutation is hereby extended to all bona fide homestead settlers on the lands in Oklahoma Territory, opened to settlement under the provisions of the Act of Congress entitled "An Act to ratify and confirm an agreement with the Kickapoo Indians in Oklahoma Territory, and to make appropriations for carrying the same into effect," approved March third, eighteen hundred and ninety-three, and the President's proclamation

thereon, after fourteen months from the date of settlement, upon full payment for the lands at the price provided in said Act.

Approved, April 11, 1898.

CHAP. 121.—An Act To authorize the Shreveport Bridge and Terminal Company to construct and maintain a bridge across Red River in the State of Louisiana, at or near Shreveport.

April 11, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Shreveport Bridge and Terminal Company, a corporation existing under the laws of Louisiana, its successors and assigns, be, and is hereby, authorized to construct and maintain a bridge and all approaches thereto across Red River at or near the city of Shreveport, Louisiana, at a point suitable to the interests of navigation, and in accordance with such location and plans as may be approved by the Secretary of War, and to lay on or over said bridge a 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 such point, under the limitations and conditions hereinafter provided. Said company, or its successors and assigns, are hereby authorized to build, construct, and maintain any and all trestles, roadbeds, tracks, appurtenances, and things that may be necessary for proper approaches to said bridge and for the use of the same as a railroad bridge. That said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, by reason of the construction of the said bridge, the cause may be tried before the circuit court of the United States in and for any district in whose jurisdiction any portion of said obstruction or bridge may be: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt this bridge from the operation of the same: *Provided further*, That said bridge shall be constructed to provide for the passage of railroad trains, and at the option of said 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 company and approved by the Secretary of War.

Shreveport Bridge and Terminal Company may bridge Red River, Louisiana.

Railroad tracks, etc.

Interference with free navigation. —litigation.

Provisos. Existing law unchanged.

Passage of trains, vehicles, etc.

Toll.

Opening of draw.

SEC. 2. That if the bridge herein authorized shall be built as a draw-bridge, the draw shall be operated by steam or other reliable power, and shall be opened promptly upon reasonable signal for the passage of boats, except when trains are passing over said span or spans; but in no case shall unnecessary delay occur in opening said draw after the passage of trains.

Position of piers, etc.

SEC. 3. That all piers shall be built as nearly as may be parallel with the current of the river at that stage of water which is most important for navigation, and the bridge itself shall be built as nearly as may be at right angles thereto; and the riprapping or other protection for imperfect foundations which will lessen the required waterway shall not be permitted; and also that piers which will produce cross currents or bars dangerous to navigation shall not be constructed; and if, after construction, any piers or accessory works are found to produce the above-mentioned effects, or if any riprapping or other protection prohibited by this section is found to exist, the nuisance shall be abated or corrected under the direction of the Secretary of War at the expense of the company or persons owning, controlling, or operating said bridge.

SEC. 4. That the approaches to said bridge shall be so designed and constructed as not to interfere with the free discharge of said river in seasons of flood; and any encroachment on the high-water cross section by piers, solid embankments, or otherwise which will result in unduly

Interference with flow of river, etc.