

SEC. 11. That it shall be the duty of the President to cause a sufficient naval force to cruise in the waters to which this Act is applicable to enforce its provisions, and it shall be the duty of the commanding officer of any vessel belonging to the naval or revenue service of the United States, when so instructed by the President, to seize and arrest all vessels of the United States found by him to be engaged, used, or employed in the waters last aforesaid in violation of any of the prohibitions of this Act, or of any regulations made thereunder, and to take the same, with all persons on board thereof, to the most convenient port in any district of the United States mentioned in this Act, there to be dealt with according to law.

Naval force.

Arrests by naval or revenue officers.

SEC. 12. That any vessel or citizen of the United States, or person described in the first section of this Act, offending against the prohibitions of this Act or the regulations thereunder, may be seized and detained by the naval or other duly commissioned officers of Her Majesty the Queen of Great Britain, but when so seized and detained they shall be delivered as soon as practicable, with any witnesses and proofs on board, to any naval or revenue officer or other authorities of the United States, whose courts alone shall have jurisdiction to try the offense and impose the penalties for the same: *Provided, however,* That British officers shall arrest and detain vessels and persons as in this section specified only after, by appropriate legislation, Great Britain shall have authorized officers of the United States duly commissioned and instructed by the President to that end to arrest, detain, and deliver to the authorities of Great Britain vessels and subjects of that Government offending against any statutes or regulations of Great Britain enacted or made to enforce the award of the treaty mentioned in the title of this Act.

Seizure of United States vessels, etc., by British officials.

Delivery to United States authorities.

Proviso.
Effective only when similar British legislation enacted.

Approved, April 6, 1894.

CHAP. 58.—An Act Authorizing the Texarkana and Fort Smith Railway Company to bridge the Sulphur River in the State of Arkansas or in the State of Texas.

April 21, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Texarkana and Fort Smith Railway Company, its successors or assigns, be, and is hereby, authorized to construct and maintain a railway bridge, and approaches thereto, over and across Sulphur River in the State of Arkansas, or in the State of Texas, at such point as may be selected by said railway company for crossing said river with its railroad line, said point selected to be subject to the approval of the Secretary of War. Said bridge shall be constructed to provide for the passage of railway 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 approved from time to time by the Secretary of War. That if the said bridge shall be made with unbroken and continuous spans, there shall be at least one span of a height of not less than eighty feet above low water, or fifty feet above highest water, as understood at the point of location, measured to the lowest part of the superstructure of said bridge; and said span shall have a clear opening of at least one hundred and fifty feet between the piers, measured at right angles to the current, and shall be over the main channel of the river; and the bridge shall be at right angles to, and the piers parallel with, the current of the river. And if the bridge over the said river shall be constructed as a draw or pivot bridge, the draw or pivot pier shall be over the main channel of the river at an accessible navigable point, and the openings on each side of the pivot pier shall not be less than one hundred feet in the clear, unless otherwise expressly directed by the Secretary of War, and if so directed shall be according to such direction, and the said opening shall be accessible at all stages of water, and the spans shall be not less than ten feet above extreme high water, as understood at the point of

Texarkana and Fort Smith Railway Company may bridge Sulphur River, Ark. or Tex.

Railway, wagon, and foot bridge.

Toll.
High bridge.

Draw bridge

location, to the lowest part of the superstructure of the bridge, and the piers and draw rests shall be parallel with, and the bridge at right angles to, the current of the river; and no riprap or other outside protection for imperfect foundations shall be permitted to approach nearer than four feet to the surface of the water at its extreme low stage, or otherwise to encroach upon the channel ways provided for in this Act; and the draw shall be opened promptly upon reasonable signal for the passing of boats; and whatever kind of bridge shall be constructed said company shall maintain, at its own expense, from sunset till sunrise, throughout the season of navigation, such lights or other signals on said bridge as the Light-House Board may prescribe.

Opening draw.

Lights, etc.

Lawful structure and post route.

SEC. 2. That the 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 the 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 it shall enjoy the rights and privileges of other post roads in the United States.

Unobstructed navigation.

SEC. 3. That no bridge shall be erected or maintained under the authority of this Act which shall at any time substantially or materially obstruct the free navigation of said river; and if the bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge. And in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, caused or alleged to be caused by said bridge, the case may be brought in the district court of the United States for the State of Arkansas, in whose jurisdiction any portion of said obstruction or bridge may be located: *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 said bridge from the operation of the same.

Litigation.

Proviso.
Existing laws not affected.

Use by other companies.

SEC. 4. That all railway companies desiring the use of said bridge shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use.

Secretary of War to approve plans, etc.

SEC. 5. That the bridge authorized to be constructed under this Act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of said bridge and a map of the location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents at all stages, and the soundings, accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War. And the said structure shall be changed at the cost and expense of the owners thereof, from time to time, as the Secretary of War may direct, so as to preserve the free and convenient navigation of said river, and the authority to erect and continue said bridge shall be subject to revocation by the Secretary of War whenever the public good, in his judgment, so requires.

Changes.

SEC. 6. That the right to alter, amend, or repeal this Act is hereby expressly reserved. Amendment, etc.

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 approval of this Act. Commencement and completion.

Approved, April 21, 1894.

CHAP. 59.—An Act To extend the time authorizing the Saint Louis and Birmingham Railroad to build a bridge across Tennessee River at Clifton, Tennessee. April 21, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis and Birmingham Railway Company, being a corporation created and organized under the laws of the State of Tennessee, and to which authority was given by an Act of Congress entitled "An Act to authorize building a bridge over Tennessee River," approved June sixth, eighteen hundred and ninety-two, is hereby given the right to begin the construction of the bridge therein authorized according to the terms of said Act within twelve months from the approval of this Act, the said bridge to be completed within three years from said date. It is hereby further provided that if the construction of said bridge be not commenced and the structure completed within the times hereinbefore mentioned, then this Act, and that approved June sixth, eighteen hundred and ninety-two, to which reference is hereinbefore made, shall be null and void. Bridge across Tennessee River at Clifton, Tenn.
Vol. 27, p. 47.
Time for construction extended.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved without any liability on the part of the United States for any damages on account of such alteration, amendment, or repeal. Amendment, etc.

Approved, April 21, 1894.

CHAP. 60.—An Act To authorize the West Braddock Bridge Company to construct a bridge over the Monongahela River from the borough of Rankin to Mifflin Township. April 21, 1894.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the West Braddock Bridge Company, a corporation organized under the laws of the Commonwealth of Pennsylvania, to construct and maintain a bridge and approaches thereto over the Monongahela River from a point in the borough of Rankin, in the county of Allegheny, to a point in Mifflin Township, in the county of Allegheny. West Braddock Bridge Company may bridge Monongahela River, Allegheny County, Pa.

SEC. 2. That said bridge may be constructed to provide for the passage of railway trains, street cars, wagons, and vehicles of all kinds, for the transit of animals, foot passengers, and all kinds of commerce, travel, or communication, and said corporation may charge and receive reasonable tolls therefor, subject to the approval of the Secretary of War. Railway wagon, and foot bridge.

SEC. 3. That any 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, and it shall enjoy the rights and privileges of other post-roads in the United States: *Provided,* That the United States may construct a postal telegraph over said bridge without charge therefor. Lawful structure and post route.
Proviso.
Postal telegraph.

SEC. 4. That said bridge shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to this end the said corporation shall submit to the Secretary of War for his examination and approval the plans and drawings of said bridge, and a map of the proposed location, giving, for the space of one mile each way, the topography of the banks of the river and the shore lines at high and low water, the direction and strength of the current at all stages, and the soundings, accurately showing the bed of the stream, the location of any other Secretary of War to approve plans, etc.