

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

Amendment, etc.

Approved, January 30, 1897.

CHAP. 113.—An Act Extending the time for the completion of the bridge across the East River, between the city of New York and Long Island, now in course of construction, as authorized by the Act of Congress approved March third, eighteen hundred and eighty-seven.

January 30, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time for the completion of the bridge of the New York and Long Island Bridge Company across the East River, between the city of New York and Long Island, authorized by the Act of Congress entitled "An Act authorizing the construction of a bridge across the East River, between the city of New York and Long Island," approved March third, eighteen hundred and eighty-seven, and the various Acts amendatory thereof or supplementary thereto, is hereby extended to and including the first day of January in the year nineteen hundred.

East River, New York.
Time extended for completing bridge over.
Vol. 24, p. 469.

Approved, January 30, 1897.

CHAP. 121.—An Act To provide for an examination and survey of a water route from the mouth of the jetties at the city of Galveston, Texas, through the ship channel and up Buffalo Bayou to the city of Houston, Texas.

February 1, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he hereby is, authorized and directed to make an examination and survey, with an estimate of the necessary cost, for a water channel not less than twenty-five feet deep and one hundred feet wide, extending from the mouth of the jetties at the city of Galveston, Texas, through the existing ship channel and up Buffalo Bayou to the city of Houston, Texas, and for a harbor at or near Houston of a depth of not less than twenty-five feet and of a width of five hundred feet, and to make a report of such examination, survey, and estimate, with its commercial importance, to Congress.

Water route, Galveston to Houston, Tex.
Survey, etc., directed.

SEC. 2. That the cost of said examination, survey, and estimate be paid out of funds already appropriated for work on the improvement of the ship channel and Buffalo Bayou.

Expense.
Autr. pp. 200, 222.

Approved, February 1, 1897.

CHAP. 122.—An Act To authorize the construction or acquisition of a bridge across the Rio Grande River at El Paso, in the State of Texas.

February 1, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Sierra Madre Construction Company, a corporation duly incorporated under the laws of the State of New Jersey, and its successors and assigns, be, and the same is hereby, authorized to erect, construct, maintain, and operate a bridge over the Rio Grande River at the city of El Paso, in the State of Texas, at such point on said river in the county of El Paso as may accommodate the line of railway which said corporation may build to said point. Said bridge shall be constructed so as to provide for the passage of railway trains and shall be used for the passage of wagons and vehicles of all kinds, and for the transit of animals and for foot passengers, and for the transit of freight, goods, wares, and merchandise, for such reasonable rates of toll as may be fixed by the Secretary of War; and the Secretary of War shall have the right from time to time to revise such rates.

Sierra Madre Construction Company may bridge Rio Grande, El Paso, Tex.

Railway, etc., bridge.

Toll.

- Construction.** SEC. 2. That said bridge may be built with unbroken and continuous spans and of the following dimensions, to wit: Six hundred feet in length, twenty feet in width, ten feet in height above high-water level, and with twenty-eight spans, twelve of which to be thirty feet in length and sixteen of which to be fifteen feet in length, completed in the manner herein specified, shall be deemed and taken to be a legal structure.
- Unobstructed navigation.** SEC. 3. That said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from an obstruction or an alleged obstruction to the free navigation thereof, caused or alleged to be caused by said bridge, the case may be tried before the circuit or district court of the United States for the State in which any portion of said bridge may be situated.
- Use by railroad companies.** SEC. 4. That all railroad 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 to the owners of said bridge, and should the several railroad companies, or any one of them, desiring such use, fail to agree upon the sum or sums to be paid, and upon 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 proofs of the parties; and all telephone and telegraph companies shall have equal rights and privileges in constructing and operating their lines across said bridge.
- Compensation.** SEC. 5. That the consent of the State of Chihuahua, United States of Mexico, and of the proper authorities of the Republic of Mexico shall have been obtained before said bridge shall be built or commenced.
- Consent of Mexican authorities.** SEC. 6. That unless the construction of said bridge be commenced within one year and finished within three years from the date of the passage of this Act the provisions of this Act shall be null and void.
- Commencement and completion.** SEC. 7. That Congress reserves the right to withdraw the authority and power conferred by this Act in case the free navigation of said river shall at any time be substantially or materially obstructed by said bridge, or for any other reason, and to direct the removal or necessary modifications thereof at the cost and expense of the owners of said bridge; and Congress may at any time alter, repeal, or amend this Act.
- Reservation of authority.** SEC. 8. That said company, instead of erecting such bridge, may acquire by purchase or otherwise the property and franchises of any street-railway bridge heretofore authorized by Congress to be built and now built and in operation across said river at said point.
- Amendment, etc.** SEC. 9. That said company may in such case remodel and strengthen such bridge so acquired so as to conform in all particulars to the requirements for a new bridge, as hereinbefore set out, and may maintain and operate such bridge under the conditions of its original franchises, subject to all the provisions of this Act in respect to a new bridge.
- Purchase of existing bridge.** SEC. 10. That the consent of the State of Chihuahua, United States of Mexico, and of the proper authorities of the Republic of Mexico shall have been obtained before such property and franchises are acquired.
- Reconstruction, etc.**
- Consent of Mexican authorities.**

Approved, February 1, 1897.

February 3, 1897.

CHAP. 136.—An Act Relating to mortgages in the Indian Territory.

Indian Territory.
Mortgages.
Vol. 26, p. 95.

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-two of Mansfield's Digest of the Laws of Arkansas, heretofore put in force in the Indian Territory, is hereby amended by adding to said section the following:

Recording, if mortgagor a nonresident.

"*Provided,* That if the mortgagor is a nonresident of the Indian Territory the mortgage shall be recorded in the judicial district in