

**CHAP. 173.**—An Act To approve and ratify the construction of a bridge across the Sulphur River, in the State of Arkansas, by the Texarkana and Fort Smith Railway Company.

February 8, 1897.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the construction by the Texarkana and Fort Smith Railway Company, a corporation duly organized under the laws of the State of Arkansas, of the bridge over the Sulphur River, in said State of Arkansas, be, and the same hereby is, approved and ratified, subject to the stipulations and conditions hereinafter set forth.

Texarkana and Fort Smith Railway Company may bridge Sulphur River, Arkansas.

**SEC. 2.** That said bridge, so long as maintained according to the limitations of this Act, shall be a lawful structure, and shall be known and recognized as a post route, and the same is hereby declared to be a post route, upon which 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, or for through passengers or freight passing over the same, than the rate per mile paid for their transportation over the railroads leading to said bridge; and the United States shall have the right of way across said bridge for a postal telegraph.

Lawful structure and post route.

Postal telegraph.

**SEC. 3.** That said bridge shall be under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe, and the present plan and structure of said bridge shall not be altered or changed except by consent of the Secretary of War, and with his approval of the proposed change or alteration: *Provided,* That any change or alteration in the said bridge which the Secretary of War may deem necessary in the interest of navigation shall be made by the said railroad company at its own expense.

Secretary of War to prescribe regulations, etc.

*Proviso.* Changes.

**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 for such use; and in case the owner or owners of said bridge and the several railroad companies, or any one of them, desiring such use, shall 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.

Use by other companies.

Compensation.

**SEC. 5.** That Congress reserves the right to alter, amend, or repeal this Act at any time.

Amendment, etc.

Approved, February 8, 1897.

**CHAP. 174.**—An Act To authorize the construction by the Kansas City, Shreveport and Gulf Railroad Company of a bridge across the Sabine River between the States of Louisiana and Texas.

February 8, 1897.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Kansas City, Shreveport and Gulf Railroad Company, a corporation duly created and existing under the laws of the State of Louisiana, its successors or assigns, be, and it is hereby, authorized to construct and maintain a bridge and approaches thereto across the Sabine River at or about twenty miles above the town of Orange, in the State of Texas. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of said corporation, may be so constructed as to provide for the passage of wagons and vehicles of all kinds, animals, and foot passengers for such reasonable rates of toll as may be approved by the Secretary of War.

Kansas City, Shreveport and Gulf Railroad Company may bridge Sabine River, Orange, Tex.

Railway, etc., bridge.

Toll.

**SEC. 2.** That the bridge herein authorized shall be built and located under and in accordance with such regulations for the security of navigation as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination

Secretary of War to approve plans, etc.

and approval, drawings showing the plan and location of said bridge, said drawings to give, for the space of one-half mile above and one-half 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 current at all stages, and the soundings, accurately showing the bed of the stream, and such other information as may be required for a full and satisfactory understanding of the subject; and until the plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built; and any change in the plans of said bridge, either before or after construction, shall be subject to the approval of the Secretary of War; and any change in said bridge during or after construction which the Secretary of War may require in the interest of navigation shall be made by the said company at its own expense.

Changes.

Unobstructed navigation.

Draw.

Lights, etc.

Lawful structure and post route.

Postal telegraph.

Use by other companies.

Compensation.

Commencement and completion.

Amendment, etc.

SEC. 3. That the said bridge shall at all times be so kept and managed as to offer reasonable and proper means for the passage of vessels and other crafts through or under said structure; and if said bridge be built as a drawbridge the draw shall be opened promptly upon reasonable signal for the passage of boats or other crafts; and whatever kind of bridge is constructed, the said company shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

SEC. 4. 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, 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, or passengers or freight over said bridge than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and it shall enjoy the same rights and privileges as other post roads of 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.

SEC. 5. That all railroad companies desiring the use of said bridge and its approaches shall have and be entitled to equal rights and privileges relative to the passage of trains over the same upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any of them, desiring such use shall fail to agree upon the sum or sums to be paid, or upon rules and conditions to which each shall conform in using said bridge and approaches, 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.

SEC. 6. 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.

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

Approved, February 8, 1897.

February 8, 1897.

**CHAP. 175.**—An Act To amend the Act entitled "An Act to authorize the construction of a bridge across the Missouri River at or near the city of Lexington, Missouri," approved July twenty-sixth, eighteen hundred and ninety-four.

Bridge across Missouri River, Lexington, Mo.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act entitled "An act to authorize the construction of a bridge across the Missouri River at or near the city of Lexington, Missouri," approved July twenty-sixth,