

the same and over the approaches thereto upon the payment of a reasonable compensation for such use; and in case the owner or owners of such bridge and the several 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; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Compensation.

SEC. 5. That any bridge constructed under this Act shall be a lawful structure and shall be known as a post road, over which no higher charge shall be made for the transportation of mails, troops, and munitions of war, or other property of the Government of the United States, or for passengers or freight passing over the same, than the rate per mile charged for their transportation over the railways or public highways leading to said bridge. The United States shall also have the right of way over said bridge for postal-telegraph purposes.

Lawful structure and post route.

SEC. 6. That said bridge herein authorized to be constructed shall be so kept and managed at all times as to afford proper means and ways for the passage of vessels, barges, or rafts, both by day and by night; and there shall be displayed on said bridge by the owners thereof, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe; and such changes shall be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of the said company, in order the more effectually to preserve the free navigation of said river.

Postal telegraph.

Aids to navigation.

Lights, etc.

SEC. 7. That this Act shall be null and void unless the construction of said bridge shall be commenced within one year and completed within three years from the passage of this Act.

Commencement and completion.

SEC. 8. That Congress shall have power at any time to alter, amend, or repeal this Act.

Amendment, etc.

Approved, January 26, 1897.

CHAP. 92.—An Act For the relief of telegraph operators who served in the war of the rebellion.

January 26, 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 is hereby authorized and directed to prepare a roll of all persons who served not less than ninety days in the operation of military telegraph lines during the late civil war, and to issue to each, upon application, unless it appears that his service was not creditably performed, or to the representatives of those who are dead, suitable certificates of honorable service in the military telegraph corps of the Army of the United States, stating the service rendered, the length of such service, and the dates, as near as may be, between which such service was performed: *Provided,* That this law shall not be construed to entitle the persons herein mentioned to any pay, pension, bounty, or rights not herein specifically provided for.

Telegraph operators. Record of military service to be prepared.

Proviso. No pay, etc.

Approved, January 26, 1897.

CHAP. 93.—An Act Authorizing the Kansas City, Watkins and Gulf Railway Company to construct and maintain a bridge across Red River at the city of Alexandria, Louisiana.

January 26, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kansas City, Watkins and Gulf Railway Company, a corporation created and existing under and by virtue of the laws of the State of Louisiana, be, and is hereby, authorized to construct and maintain a bridge across Red River at a point suitable to the interests of navigation, at the city of Alexandria,

Kansas City, Watkins and Gulf Railway Company may bridge Red River, Alexandria, La. Railway, etc., bridge.

in the State of Louisiana. Said bridge shall be constructed to provide for the passage of railway trains and, at the option of the said railway 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 railway company and approved by the Secretary of War.

Toll.

Lawful structure and post route.

SEC. 2. That said 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 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 shall enjoy the rights and privileges of other post roads in 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: *Provided*, That the bridge herein authorized to be constructed shall be so kept and managed by the company owning or operating it as to afford proper ways and means for the passage through or under it of vessels, barges, or rafts at all times, both by day and by night; and there shall be displayed on said bridge, from sunset to sunrise, such lights and signals as the Light House Board shall prescribe.

Postal telegraph.

Proviso.
Aids to navigation.

Lights, etc.

Unobstructed navigation.

SEC. 3. That if said bridge, erected and maintained under the authority of this Act, shall at any time, substantially or materially, obstruct the free navigation of said river, or 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 such alteration 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 the case may be brought in the district court of the United States for the western district of Louisiana: *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 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 the approaches thereto upon payment of a reasonable compensation for such use; or, in case of disagreement, upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties in interest.

Compensation.

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, prepared with reference to a known datum plane, upon prescribed scale, furnished by the Engineer officer having supervision of said river, and giving for the space of two miles above and two miles below the proposed location of the bridge the topography of the banks of the river, with 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 plans 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 the said bridge during the process of construction such change shall be subject to the approval of the Secretary of War, and said structure shall be changed at the

Changes.

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.

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.

Commencement and completion.

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

Amendment, etc.

Approved, January 26, 1897.

CHAP. 94.—An Act To incorporate the Convention of American Instructors of the Deaf.

January 26, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Edward M. Gallaudet, of Washington, in the District of Columbia; Francis D. Clarke, of Flint, in the State of Michigan; S. Tefft Walker, of Jacksonville, in the State of Illinois; James L. Smith, of Faribault, in the State of Minnesota; Sarah Fuller, of Boston, in the State of Massachusetts; David C. Dudley, of Colorado Springs, in the State of Colorado, and John R. Dobyns, of Jackson, in the State of Mississippi, officers and members of the Convention of American Instructors of the Deaf, and their associates and successors be, and they are hereby, incorporated and made a body politic and corporate in the District of Columbia by the name of the "Convention of American Instructors of the Deaf," for the promotion of the education of the deaf on the broadest, most advanced, and practical lines; and by that name it may sue and be sued, plead and be impleaded in any court of law or equity, and may have and use a common seal and change the same at pleasure.

Convention of American Instructors of the Deaf, incorporated.

Object.

SEC. 2. That the said corporation shall have the power to take and hold personal estate and such real estate as shall be necessary and proper for the promotion of the educational and benevolent purposes of said corporation, which shall not be divided among the members of the corporation, but shall descend to their successors for the promotion of the objects aforesaid.

Powers.

SEC. 3. That said corporation shall have a constitution and regulations or by-laws, and shall have power to amend the same at pleasure: *Provided,* That such constitution and regulations or by-laws do not conflict with the laws of the United States or of any State.

Constitution, etc.

Proviso.
Restriction.

SEC. 4. That said association may hold its meetings in such places as said incorporators shall determine, and shall report to Congress, through the president of the Columbia Institution for the Deaf and Dumb at Washington, District of Columbia, such portions of its proceedings and transactions as its officers shall deem to be of general public interest and value concerning the education of the deaf.

Meetings and report.

Approved, January 26, 1897.

CHAP. 95.—An Act To enable the town of Flagstaff, in the Territory of Arizona, to issue bonds to construct a water system.

January 26, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the town of Flagstaff, in the Territory of Arizona, by its mayor and common council, is hereby enabled to issue bonds of the said town, not to exceed sixty-five thousand dollars in amount, payable within thirty years from the date thereof, in lawful money of the United States of America, and to bear interest at not to exceed six per centum per annum, interest payable semiannually, the proceeds of the sale of said bonds, which shall not be sold at less than par, to be used exclusively in the construction of a

Flagstaff, Ariz.
Issue of bonds authorized for water system.