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or who have in any manner encouraged the rebels," approved February fourth, eighteen hundred and sixty-two, and where, under the existing provisions of law, said pensioner died without his name being restored to the rolls, shall be entitled to make claim for a pension as such widow after the passage of this act: *Provided*, That no such arrearages shall be paid for any period prior to the time of the removal of the disability of the pensioner, as provided in section five: *And provided further*, That under this act any widow of a Revolutionary soldier who served fourteen days or was in any engagement shall be placed upon the pension-rolls of the United States, and receive a pension at the rate of eight dollars per month.

Proviso.

Widows of Revolutionary soldiers.

SEC. 7. That all laws and clauses of laws in conflict with this act be, and they are hereby, repealed.

Repeals.

Approved, March 9, 1878.

CHAP. 32.—An act to authorize the construction of a bridge across the Missouri River at or near Glasgow, Missouri.

March 13, 1878.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any corporation existing, or which may be organized, under the laws of the State of Missouri, be, and is hereby, authorized to construct and maintain a bridge, and approaches thereto, over the Missouri River, at or near Glasgow, in the county of Howard, in said State. Said bridge shall be constructed to provide for the passage of railway-trains, and, at the option of the corporation by which it may be built, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot-passengers.

Railroad and wagon bridge may be built at Glasgow, Mo.

SEC. 2. 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 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.

Post-route; rate payable by United States.

SEC. 3. That if said bridge shall be made with unbroken and continuous spans, the spans thereof shall not be less than three hundred feet in length in the clear, and the main span shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least fifty feet above extreme high-water mark as understood at the point of location, and the bridge shall be at right angles to, and its piers parallel with, the current of the river: *Provided*, That if the same shall be constructed as a draw-bridge, the draw or pivot shall be over the main channel of the river at an accessible navigable point, and the spans shall not be less than one hundred and sixty feet in length in the clear, and the piers of said bridge shall be parallel with, and the bridge itself at right angles to, the current of the river, and the spans shall not be less than ten feet above extreme high-water mark, as understood at the point of location, to the lowest part of the superstructure of said bridge: *Provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passing of boats; and said company or corporation shall maintain at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. 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 any 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 obstruc-

How to be constructed.

Opening of draw; signals.

Obstruction of navigation.

Alterations.

tions be removed at the expense of the owner or owners of said bridge.

Jurisdiction of courts.

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 of the State of Missouri, in which any portion of said obstruction or bridge may be located: *Provided further*, 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.

Existing laws.

Use of bridge.

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.

Regulations by Secretary of War.

SEC. 5. That any 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 the 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.

Map and drawings.

Approval.

Amendment and repeal.

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

Approved, March 13, 1878.

March 15, 1878.

CHAP. 34.—An act further to suspend the operations of section five thousand five hundred and seventy-four of the Revised Statutes of the United States, title seventy-two, in relation to guano islands.

R. S., 5574, p. 1086, suspended.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section five thousand five hundred and seventy-four, title seventy-two, of the Revised Statutes of the United States, be, and the same is hereby, further suspended, as therein set forth, for the period of five years next from and after the passage of this act.

Approved, March 15, 1878.

March 16, 1878.

CHAP. 37.—An act to make persons charged with crimes and offences competent witnesses in the United States and Territorial Courts.

Accused persons may testify.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in the trial of all indictments, informations, complaints, and other proceedings against persons charged with the commission of crimes, offences, and misdemeanors, in the United States courts, Territorial courts, and courts-martial, and courts of inquiry, in any State or Territory, including the District of