

regulations as may be prescribed by the Secretary of War; and until said plan and location of said bridge are approved by the Secretary of War the construction of said bridge shall not be commenced; and should any change be made in the plan of said bridge, during the progress of the work of construction, such change shall be subject to the approval of the Secretary of War.

SEC. 5. That this act shall be null and void if actual construction of the bridge therein authorized be not commenced within one year and completed within three years from the date thereof.

Commencement and completion.

SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require any changes in said structure, or its removal, at the expense of the owners thereof, whenever the Secretary of War shall decide that the public interest requires it, is also expressly reserved.

Amendment.

Approved, July 19, 1888.

CHAP. 685.—An act to authorize the building of a railroad bridge at Fort Smith, Arkansas.

July 19, 1888.

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 Fort Smith, Paris and Dardanelle Railway Company, a corporation organized under the laws of the State of Arkansas, to construct and maintain a bridge, and approaches thereto, over the Arkansas River, at a point on said river at or near the city of Fort Smith, in the state of Arkansas, and to lay on and over said bridge a railroad track or tracks for the more perfect connection of any railroad or railroads that are or shall hereafter be constructed to the said river, on either or both sides thereof, at or opposite said point, under the limitations and conditions hereinafter provided; said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the builders and owners thereof, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals of all kinds, and for foot-passengers for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

Fort Smith, Paris and Dardanelle Railway Company may bridge Arkansas River at Fort Smith, Ark.

Railway, wagon, and foot bridge.

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, troops, and the munitions of war, or other property of the United States, than the rate per mile paid for the transportation of the same over the railroads or public highways leading to the said bridge, and it shall enjoy the rights and privileges of other post-roads in the United States. Equal privileges in the use of said bridge shall be granted to all telegraph companies; and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes.

Lawful structure and post-route.

Postal telegraph.

SEC. 3. That the said bridge shall be constructed with a draw or pivot span which 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 and sixty feet in the clear, and, as nearly as practicable, both of said openings shall be accessible at all stages of water; that the spans be not less than ten feet above extreme high-water mark, as understood at the point of location, to the lowest point of the superstructure of said bridge; that the piers and draw rests of said bridge shall be built parallel with the current at that stage of the river which is most important for navigation, and the bridge itself at right angles thereto; and that no riprap or other outside protection for imperfect foundations be permitted to approach nearer than four feet to the surface of the water at its extreme low stage, or otherwise to encroach upon

Draw.

Spans.

<i>Proviso.</i> Opening draw.	the channel-ways provided for in this act: <i>Provided</i> , That said draw shall be opened by the company or persons owning said bridge upon reasonable signal for the passage of boats; and there shall be maintained, at the expense of the owners thereof, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.
Lights.	
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 over the approaches to 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, and upon rules and conditions which each shall perform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon hearing of the allegations and proofs of the parties.
Terms.	
Secretary of War to approve plans, etc.	SEC. 5. That any bridge authorized to be constructed under this act shall be built and located under and subject to the regulations for the security of said river as the Secretary of War shall prescribe; and to secure that object the owner or owners thereof 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-line at high or 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 bridge or bridges, and shall furnish such other information as may be required for the full and satisfactory understanding of the subject; and until such plan and location of the bridge are approved by the Secretary of War, the bridge shall not be commenced or 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.
Amendment.	SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structure, or its entire removal at the expense of the owners thereof, whenever the Secretary of War shall decide that the public interest requires it, is also expressly reserved.
Commencement and completion.	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 date hereof. And if any litigation shall arise in regard to said bridge under the provisions of this act, the same shall be had in the circuit court of the United States in whose jurisdiction the bridge or any part thereof is located.
Litigation.	

Approved, July 19, 1888.

July 20, 1888.

CHAP. 690.—An act for the relief of certain volunteer soldiers.

Bounties to soldiers
enlisting in 1861.
Time limit of muster
repealed.
Vol. 17, p. 53.

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 in relation to bounties," approved April twenty-second, eighteen hundred and seventy-two, be amended by striking out the words "before August sixth, eighteen hundred and sixty-one"; and said act, as hereby amended, shall have full force and effect from April twenty-second, eighteen hundred and seventy-two.

Claims to be reconsidered.

SEC. 2. That the proper accounting officers of the Treasury be, and they are hereby, authorized and directed to reconsider the claims of all soldiers and their heirs who may have been denied the bounty of one hundred dollars granted by the act of April twenty-second, eighteen hundred and seventy-two, under any construction of said act which