AUTHENTICATED
U.S. GOVERNMENT
INFORMATION
GPO

may be located: *And provided further*, That nothing in this act shall be 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: *Provided*, That said company may construct a wagon and foot bridge alone, and in case of the construction of a wagon and foot bridge alone the draws shall be of the same length herein provided, and shall be of such construction as shall be approved by the Secretary of War, and shall be subject to all the provisions herein contained in respect to being promptly opened to admit of the unobstructed navigation of said river, and of keeping the same lighted as herein provided in case of railroad and wagon bridge; and in such case the provisions herein in relation to use for railroad purposes shall not apply.

Existing laws.

Wagon and foot bridge provisions.

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 railroad trains or cars over the same, and 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.

Compensation.

Decision by Secretary of War.

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 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-half mile below the proposed location, the topography of the banks of the river, the shorelines 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.

Amendment, etc.

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 thereof.

Approved, March 2, 1889.

March 2, 1889.

CHAP. 402.—An act to amend an act entitled "An act to authorize the Fort Smith and Choctaw Bridge Company to construct a bridge across the Poteau River, in the Choctaw Nation, near Fort Smith, Arkansas."

Bridge across Poteau River, Ind. Ter.
Ante, p. 184.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That an act entitled "An act to authorize the Fort Smith and Choctaw Bridge Company to construct a bridge across the Poteau River, in the Choctaw Nation, near Fort Smith, Arkansas," approved June eighteenth, eighteen hundred and eighty-eight, be amended as follows:

Jurisdiction in litigation.

"That the district court of the United States for the western district of Arkansas, or such other court of the United States as may

have jurisdiction over the Indian Territory in which such bridge is located, shall have jurisdiction over all controversies arising between the said Fort Smith and Choctaw Bridge Company and the Choctaw tribe of Indians; and said court shall have like jurisdiction without reference to the amount in controversy over all controversies arising between the individual members of said nation or tribe of Indians and said bridge company; and, also, over all controversies which may arise between the stockholders of said company, and the company between the stockholders; and the civil jurisdiction of said courts is hereby extended within the limits of said Indian Nation without distinction as to citizenship of the parties so far as the same may be necessary to carry out the provissions of this act."

Civil jurisdiction of courts extended.

SEC. 2. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Amendment, etc.

Approved, March 2, 1889.

CHAP. 403.—An act to approve and ratify the construction by the Vicksburg, Shreveport and Pacific Railroad Company of the bridge over the Red River at Shreveport, Louisiana, and the bridge over the Ouachita River at Monroe, Louisiana, and to authorize said railroad company to maintain said bridges over said water-ways, subject to certain stipulations and conditions.

March 2, 1889.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the construction by the Vicksburg, Shreveport and Pacific Railroad Company, a corporation owning and operating a railroad in northern Louisiana from a point on the Mississippi River opposite the city of Vicksburg, Mississippi, to Shreveport, Louisiana, of the bridge over the Red River at Shreveport, Louisiana, and the bridge over the Ouachita River at Monroe, Louisiana, be, and the same hereby is, approved and ratified, subject to the stipulations and conditions hereinafter set forth.

Construction of bridges by Vicksburg, Shreveport and Pacific Railroad Company across Red River at Shreveport, La., and Ouachita River at Monroe, La., ratified.

SEC. 2. That said bridges so long as maintained according to the limitations of this act shall be lawful structures, and shall be known and recognized as post-routes, and the same are hereby declared to be post-routes, 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 bridges; and the United States shall have the right of way across said bridges for a postal telegraph.

Lawful structures and post-routes.

Postal telegraph.

SEC. 3. That said bridges shall always be provided with a suitable draw, and shall be maintained by said railroad company, and at its expense, so as not to interfere with the navigation of said rivers, and in such way as to render navigation through the same free, easy, and unobstructed.

Draws.

SEC. 4. That said bridges shall be under and subject to such regulations for the security of the navigation of said rivers as the Secretary of War shall prescribe, and the present plan and structure of said bridges shall not be altered or changed except by consent of the Secretary of War, and with his approval of the proposed change or alteration.

Security of navigation.

SEC. 5. That Congress reserves the right to alter, amend, or repeal this act at any time; and that if at any time navigation of the said rivers shall in any manner be obstructed or impaired by the said bridges the Secretary of War shall have authority, and it shall be his duty, to require the said railroad company to alter and change the said bridges, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment; and if upon reasonable notice to said railroad company to make such change

Amendment, etc.

Changes.