

plans of the bridge hereby authorized to be constructed are approved by the Secretary of War, the said bridge shall not be commenced or built; and should any change be made in the plan of such bridge during the progress of construction thereof, such change shall be subject to the approval of the Secretary of War; and any alteration or changes that may be required by the Secretary of War in the bridge constructed under this act shall be made by the corporation owning or controlling the same at its own expense; and in case of any litigation arising from the obstruction or alleged obstruction caused by said bridge to the free navigation of said river, the cause may be tried before the circuit court of the United States in whose jurisdiction any portion of the bridge is located.

SEC. 3. That the bridge authorized to be constructed under this act 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 of the United States, than the rate per mile paid for their transmission over the railroads leading to said bridge; 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. 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 or cars 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 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.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved; and if said bridge shall not be commenced in one year and be finished within three years from the passage of this act, the rights and privileges hereby granted as to such bridge shall be null and void.

Approved, April 15, 1892.

CHAP. 47.—An act making Velasco a subport of entry.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first paragraph of section twenty-five hundred and seventy-eight of the Revised Statutes of the United States be, and the same is hereby, amended so that it shall read as follows:

"SEC. 2578. There shall be in the State of Texas five collection districts, as follows: First. The district of Galveston, to comprise all the waters and shores of the State north and east of the counties of Matagorda and Wharton as bounded on the third day of March, eighteen hundred and forty-seven, for which Galveston shall be the port of entry, Velasco a subport of entry, and Sabine and Houston ports of delivery."

Approved, April 15, 1892.

CHAP. 49.—An act to amend an act entitled "An act to authorize the Oregon and Washington Bridge Company to construct and maintain a bridge across the Columbia River, between the State of Oregon and the State of Washington, and to establish it as a post road."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That "An act to authorize the Oregon and Washington Bridge Company to construct and maintain a

Changes.

Litigation.

Lawful structure and post route.

Postal telegraph.

Use by other railroad companies.

Compensation.

Disagreements.

Secretary of War to decide.

Amendment, etc.

Commencement and completion.

April 15, 1892.

Galveston collection district, Tex.
R. S., sec. 2578, p. 509, amended.

Galveston collection district.

Velasco, a subport of entry.

April 18, 1892.

Oregon and Washington Bridge Company's bridge across Columbia River.