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Army, in the settlement of his public accounts, with the sum of three thousand and fifteen dollars and fifteen cents; and to credit Major William F. Tucker. William F. Tucker, paymaster, United States Army, in the settlement of his public accounts, with the sum of five thousand four hundred and sixty-one dollars and sixty-one cents; and to credit Assistant Surgeon John O. Skinner. John O Skinner, United States Army, in the settlement of his public accounts, with the sum of one hundred and ninety-nine dollars and fourteen cents; and to remove the charge of two thousand one hundred and eighty-five dollars and ninety-two cents standing against Major John S. Billings. John S Billings, surgeon, United States Army; and to remove the charge of one thousand and twenty-nine dollars and sixty cents standing against George M. Wheeler. George M. Wheeler, Captain on the retired list of the Army; and to remove the charge of six hundred and thirty-four dollars and forty-two cents standing against P. Henry Ray. Lieutenant P. Henry Ray, Eighth Regiment of Infantry, United States Army; the said amounts having been paid out and received in accordance with the orders of the Secretary of War or the provisions of the regulations for the government of the Army of the United States prescribed by the President.

Approved, February 2, 1893.

February 3, 1893.

CHAP. 57.—An act to authorize the construction of a bridge across the Osage River, between the mouths of Pomme de Terre River and Buffalo Creek, in Benton County, Missouri.

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 Springfield, Sedalia, Marshall and Northern Railroad Company, a corporation organized under the laws of the State of Missouri, or its successors or assigns, to construct a bridge across the Osage River at a point between the mouths of Pomme de Terre River and Buffalo Creek, in the county of Benton and State of Missouri; that said bridge may be constructed for railway, wagon, and postal service, with single or double track for railway traffic, and which shall be under the conditions and limitations hereinafter specified.

Springfield, Sedalia, Marshall and Northern Railroad Company may bridge Osage River, Mo.

Railway and wagon bridge.

Unobstructed navigation.

SEC. 2. That said bridge shall not interfere with the free navigation of said river beyond what may be necessary to carry into effect the rights and privileges herein granted, and in case of any litigation arising under the provisions of this act such litigation may be tried and determined by the circuit court of the United States within whose jurisdiction said bridge is located.

Litigation.

Draw.

SEC. 3. That the bridge hereby authorized to be constructed shall be constructed as a drawbridge, having one draw span giving, when open, two clear waterways of not less than eighty feet in width each at low water and two or more fixed spans not less than one hundred and twenty-five feet each, and all spans shall have a clear headroom of not less than ten feet above high-water mark: *Provided*, That the said draw shall be opened promptly upon reasonable signal for the passage of boats, except when trains are passing over the draw; but in no case shall unnecessary delay occur in opening the said draw.

Proviso.

Opening draw.

Lawful structure and post route.

SEC. 4. That any bridge constructed under this act shall be a lawful structure and shall be known as a post-road, and the same is hereby declared to be a post-road, over which no higher charge shall be made for the transmission of mails, troops, and munitions of war 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 railroad or public highways leading to the said bridge; and equal privileges in the use of said bridge shall be granted to all telegraph companies. The United States shall have also the right of way over said bridge for postal-telegraph purposes.

Postal telegraph.

Use by railway companies.

SEC. 5. That all railway companies desiring to use said bridge shall be entitled to equal rights and privileges in using the same, including

the machinery and fixtures thereto belonging, and also the approaches thereto, 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, in case the parties in interest shall not be able to agree upon such terms and conditions. Terms.

SEC. 6. That the said railway company before entering upon the construction of said bridge shall submit to the Secretary of War plans and drawings of said structure, together with a map of the location thereof for one mile above and one mile below said location, giving the topography of the banks of the river, the shore line at high and low water, the direction and strength of the current of said river at all stages of the water, showing also the bed of the river and the channel, with such other and further information as the Secretary of War may require; which said drawings and other information aforesaid shall be examined by him, and if he shall approve the same he shall so notify the said railway company of such approval; and thereupon said company may proceed to the erection of said bridge. The Secretary of War may make such alteration in such plans as he may deem necessary to the better protection of navigation, and such alterations shall be adopted by said railway company. The said railway company may at any time make any alterations deemed advisable to be made in said bridge, but must first submit such proposed alterations to the Secretary of War, and his approval shall be first had before they shall be authorized or made. Secretary of War to approve plans, etc. Changes.

SEC. 7. That the 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 through it both by day and night. There shall be displayed on said bridge, from sunset to sunrise, such lights and signals as may be prescribed by the Light-House Board, and such changes may be made from time to time in the structure of said bridge as the Secretary of War may direct, at the expense of said railway, in order the more effectually to preserve the free navigation of said river, or the said structure shall be altogether removed if, in the judgment of the Secretary of War, the public good may require such removal, and without expense or charge to the United States. Aids to navigation. Lights, etc.

SEC. 8. 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. Commencement and completion.

SEC. 9. That the right to alter, amend, or repeal this act is hereby especially reserved. Amendment, etc.

Approved, February 3, 1893.

CHAP. 58.—An act relating to proof of citizenship of applicants for Indian-war pensions under the act of Congress approved July twenty-seventh, eighteen hundred and ninety-two. February 3, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Pensions be, and he is hereby, authorized and directed to accept as sufficient proof of the citizenship of an applicant for pension under said act of July twenty-seventh, eighteen hundred and ninety-two, the fact that such applicant at the date of the application was an actual and bona fide resident of the United States. Indian war pensions. *Ante*, p. 281. Residence to be proof of citizenship.

Approved, February 3, 1893.