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Rock, in Arkansas; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river by reason of the construction of said bridge, the cause may be tried before the district court of the United States having jurisdiction over that portion of the State of Arkansas where said bridge shall be located. Litigation.

SEC. 2. That if any bridge built under the provisions of this act shall be constructed as a drawbridge, the same shall be constructed as a pivot drawbridge, with a draw over the main channel of the river, at an accessible and navigable point, and with the spans of not less than one hundred and sixty feet in length in the clear on each side of the pivot or central pier of the draw; and the next adjoining spans to the draw shall not be less than two hundred and fifty feet, and said span shall not be less than twenty feet above high-water mark, measuring to the bottom chord of the bridge: *And provided also*, That said draw shall be opened promptly upon reasonable signal for the passage of boats whose construction shall not be such as to admit of their passage under said bridge; and whatever kind of bridge be constructed the bridge piers shall be parallel with the current of the river. If said bridge shall have no draw, the span over the navigable channel shall be of such height above high water and such length between the piers as shall have been approved by the Secretary of War before construction of the same is commenced. Drawbridge. Spans, etc. *Proviso.* Opening of draw. Piers. Span over navigable channel.

SEC. 3. That any bridge constructed under this act and according to its limitations shall be a lawful structure and shall be recognized as a post route, upon which no charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States. Lawful structure and post route.

SEC. 4. That the United States shall have the right of way for telegraph purposes on said bridge; and all telegraph and telephone companies shall have equal rights and privileges as to constructing their lines over said bridge. Postal telegraph. Use by telegraph, etc., companies.

SEC. 5. That the said county of Pulaski shall submit to the Secretary of War, for his approval, a plan, with the necessary drawings of said bridge, conforming to the above requirements; and until the Secretary of War approve the plan and location of said bridge, and notify the county court of the said county in writing, the bridge shall not be built or commenced; and should any change be made in the plan of said bridge during the progress of the work thereon, such change shall be likewise subject to the approval of the Secretary of War. Secretary of War to approve plans, etc.

SEC. 6. That such lights or other signals as the Light-House Board may prescribe shall be maintained upon said bridge, between sunset and sunrise, by and at the expense of the owner or owners thereof. Lights, etc.

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 approval of this act. Commencement and completion.

SEC. 8. That Congress shall have power at any time to alter, amend, or repeal this act, or any part thereof, if, in its judgment, the public interests so require, and any change in the construction of such bridge hereby authorized, made necessary by the action of Congress, or the entire removal of the bridge, if required, shall be at the expense of the owners of said bridge or of the parties controlling or using the same. Amendment, etc. Changes.

Approved, February 28, 1893.

CHAP. 175.—An act granting to the Chicago, Rock Island and Pacific Railway Company the use of certain lands at Chickasha Station, and for a "Y" in the Chickasaw Nation, Indian Territory. February 28, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chicago, Rock Island and Pacific Railway Company, a corporation created under and by virtue of the laws of the States of Illinois and Iowa, is hereby granted Chicago, Rock Island and Pacific Railway may use lands at Chickasha Station, Ind. Ter., with right of way for a "Y."

the right to use for railroad purposes two additional strips of land, each one hundred feet in width, lying on each side of the ground selected for station purposes, under act of Congress, at Chickasha Station, in the Chickasaw Nation, Indian Territory; and said railway company is also granted a right of way one thousand five hundred feet in length for a "Y" in sections twenty-one and twenty-two, township seven north, range seven west of Indian meridian, said right of way to be of a width of three hundred feet for a distance of four hundred feet, and for the remaining one thousand one hundred feet the width shall be one hundred feet. The amount of compensation to be paid to the Chickasaw Nation or tribe of Indians for such appropriation of land and right of way shall be ascertained and determined in the manner provided for the determination of the compensation to be paid to individual occupants of lands, as provided in section three of an act entitled "An act to grant the right of way through the Indian Territory to the Chicago, Kansas and Nebraska Railway Company, and for other purposes," approved March second, eighteen hundred and eighty-seven: *Provided*, That said strips of lands and the lands included in the said "Y" shall be subject to all the conditions, restrictions, and limitations contained in the said act of Congress last mentioned.

Station.

Right of way for a "Y."

Length.

Width.

Compensation.

Vol. 24, p. 446.

Proviso.

Conditions, etc.

Approved, February 28, 1893.

February 28, 1893.

CHAP. 176.—An act to amend an act entitled "An act to grant to the Mobile and Dauphin Island Railroad and Harbor Company the right to trestle across the shoal water between Cedar Point and Dauphin Island," approved September twenty-sixth, eighteen hundred and ninety.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section four of the act entitled "An act to grant to the Mobile and Dauphin Island Railroad and Harbor Company the right to trestle across the shoal water between Cedar Point and Dauphin Island," approved September twenty-sixth, eighteen hundred and ninety, be, and the same is hereby, amended so as to read as follows:

Mobile and Dauphin Island Railroad and Harbor Company's trestle between Cedar Point and Dauphin Island.

Vol. 26, p. 480, amended.

Construction and completion extended.

"SEC. 4. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within three years and completed within five years from the date of the approval of this act."

Approved, February 28, 1893.

March 1, 1893.

CHAP. 182.—An act making appropriations for the diplomatic and consular service of the United States for fiscal year ending June thirtieth, eighteen hundred and ninety-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, severally appropriated, in full compensation for the diplomatic and consular service of the fiscal year ending June thirtieth, eighteen hundred and ninety four, out of any money in the Treasury not otherwise appropriated, for the objects hereinafter expressed, namely:

Diplomatic and consular service appropriations.

Schedule A.

SCHEDULE A.

Salaries.

SALARIES OF MINISTERS.

Envoys extraordinary and ministers plenipotentiary.

Envoys extraordinary and ministers plenipotentiary to Great Britain, France, Germany, Russia, and Mexico, at seventeen thousand five hundred dollars each, eighty-seven thousand five hundred dollars;

Envoys extraordinary and ministers plenipotentiary to China, Japan, Spain, Austria, Italy, and Brazil, at twelve thousand dollars each, seventy-two thousand dollars;