

inspector, commanding officers and recruiting officers of the Marine Corps be, and the same are hereby, authorized to administer oaths for the purposes of the administration of naval justice and for other purposes of naval administration.

Approved, January 25, 1895.

January 25, 1895.

CHAP. 46.—An Act Authorizing the Little Rock and Pacific Railway Company, its successors and assigns, to construct and maintain bridges across the Fourche La Pevre and Petit Jean rivers, in Arkansas.

Little Rock and Pacific Railway Company may bridge Fourche Le Fevre and Petit Jean rivers, Ark.

Railway, wagon, and foot bridges.

Toll.

Lawful structures and post routes.

Postal telegraph.

Proviso.
Use by other companies

Secretary of War to approve plans, etc.

Changes.

Proviso.
Draw.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Little Rock and Pacific Railway Company, a corporation created under the laws of Arkansas, authorized to construct a line of railway from the city of Little Rock westward through the State of Arkansas to the line of the Indian Territory, its successors and assigns, be, and is hereby, authorized to construct and maintain bridges across the Fourche Le Fevre and Petit Jean rivers, in Arkansas, at such points as may hereafter be selected by said railway company for crossing said rivers on its line of railway; that said bridges shall be constructed for the passage of railway trains, and at the option of said railway company may be used for the passage of wagons and vehicles of all kinds, and for the transit of passengers, charging and receiving such toll as may be fixed by said railway company and approved by the Secretary of War.

SEC. 2. That said bridges shall be lawful structures, subject to the limitations of this Act, and shall be recognized and known as post routes, upon which no higher charge shall be made for the transmission over the same of the mails, the troops, and munitions of war of the United States than the rate per mile paid for the transportation over the railway or public highways leading to said bridges, and they shall enjoy the rights and privileges of other post roads in the United States; and the equal privileges in the use of said bridges shall be granted to all telegraph companies, and the United States shall have the right of way across said bridges and their approaches for postal telegraph purposes: *Provided,* That all railroad companies desiring the use of said bridges shall have and be entitled to equal rights and privileges relative to the passage of trains over said bridges and over the approaches thereto, upon payment of reasonable compensation for such use; and in case of any disagreement regarding the compensation to be paid or the conditions to be observed, all matters at issue shall be decided by the Secretary of War upon proper hearing.

SEC. 3. That the bridges 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 rivers as the Secretary of War shall prescribe, and to secure that object the said railway company shall submit to the Secretary of War for his examination and approval a design and drawing of each of said bridges, with map of the location thereof, and shall furnish such other information as may be required for the full and satisfactory understanding of the subject; that neither of said bridges shall be built until the plan and location thereof shall be approved by the Secretary of War; that should any change be made in the plans of said bridges, or either of them, during the progress of construction, such change shall be subject to the approval of the Secretary of War, and said structure or structures shall be changed at the cost and expense of the owners thereof from time to time as the Secretary may direct so as to preserve the free and convenient navigation of said rivers: *Provided,* That if either of said bridges is constructed as a drawbridge, the draw thereof shall be opened promptly upon reasonable signal for the passage of boats, and whatever kind of bridges shall be constructed the said company shall

maintain thereon, from sunset to sunrise, such lights or other signals as the Light-House Board may prescribe.

Lights, etc.

SEC. 4. That this Act shall be null and void if actual construction of the bridges herein authorized be not commenced within one year and completed within three years of the date hereof.

Commencement and completion.

SEC. 5. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment, etc.

Approved, January 25, 1895.

CHAP. 50.—An Act Authorizing the Secretary of the Interior to correct errors where double allotments of land have erroneously been made to an Indian, to correct errors in patents, and for other purposes.

January 26, 1895.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in all cases where it shall appear that a double allotment of land has heretofore been, or shall hereafter be, wrongfully or erroneously made by the Secretary of the Interior to any Indian by an assumed name or otherwise, or where a mistake has been or shall be made in the description of the land inserted in any patent, said Secretary is hereby authorized and directed, during the time that the United States may hold the title to the land in trust for any such Indian and for which a conditional patent may have been issued, to rectify and correct such mistake and cancel any patent which may have been erroneously and wrongfully issued, whenever in his opinion the same ought to be canceled for error in the issue thereof, or for the best interests of the Indian, and, if possession of the original patent can not be obtained, such cancellation shall be effective if made upon the records of the General Land Office; and no proclamation shall be necessary to open the lands so allotted to settlement.

Public lands.
Errors in allotments
and patents to Indians
to be corrected.

Approved, January 26, 1895.

CHAP. 54.—An Act To authorize the Laporte, Houston and Northern Railroad Company to construct and maintain a bridge across Galveston Bay, Buffalo Bayou, and Clear Creek, in the State of Texas.

February 1, 1895.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Laporte, Houston and Northern Railroad Company, incorporated by the State of Texas and now existing under the laws of said State, is hereby authorized to construct, operate, and maintain, a bridge across Galveston Bay at or near Virginia Point, and across Clear Creek at a point between the bridge of the Galveston, Houston and Henderson Railroad and the mouth of the said creek at Clear Lake, and across Buffalo Bayou at any point from Clinton to the city of Houston, subject to the laws of the State of Texas, and upon the following terms, limitations, and conditions:

Laporte, Houston
and Northern Rail-
road Company may
bridge Galveston Bay,
Buffalo Bayou, and
Clear Creek, Tex.

First. That the precise location of said bridges shall be subject to the approval of the Secretary of War.

Location.

Second. Said company may locate, construct, and maintain over such bridges and approaches thereto railroad tracks for the use of railroads: *Provided*, That any railroad on either side of said bridges shall be permitted to connect its tracks with the said bridge approaches, and shall have equal rights of transit for its rolling stock, cars, passengers, and freight upon equal and equitable terms, and if a dispute as to the equality or equity of the terms shall arise it shall be submitted to and decided by the Secretary of War.

Railway bridge.

Proviso.
Use by other roads.

Third. That any bridge built under the authority of this Act shall be constructed with such span and at such elevation as the Secretary of War shall approve and require.

Spans, etc.