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and proceedings to the Commissioners of the District of Columbia. Said auditor shall complete his work under this Act within two years from its passage, and be paid the necessary costs, expenses for clerical and other services, stationery, books, advertising, and other incidentals under this Act, on the order of the Commissioners of the District of Columbia on the request, in writing, of the said auditor, out of the surplus revenues of said District: *Provided*, That no claim shall be allowed, and no drawback certificate shall issue, upon such claim, until the Commissioners of the District of Columbia shall have first approved the same.

Expenses.

Proviso. Approval.

Approved, January 26, 1897.

CHAP. 99.—An Act Authorizing the construction of a bridge across the Columbia River, in the State of Washington.

January 27, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the assent of Congress is hereby given to the Columbia and Red Mountain Railway Company, a corporation existing under the laws of the State of Washington, to construct, maintain, and operate a railway within that State, and to its successors and assigns, to construct and maintain a bridge and approaches thereto across the Columbia River, in the State of Washington, at such point on said river in the county of Stevens as may accommodate the line of railway which said corporation may build to said point. Said bridge shall be constructed to provide for the passage of railway trains, and at the option of the said corporation may be used for the passage of wagons and vehicles of all kinds, and for the transit of animals and for foot passengers, for such reasonable rates of toll as may be fixed by the Secretary of War; and the Secretary of War shall have the right from time to time to revise such rates.

Columbia and Red Mountain Railway Company may bridge Columbia River, Stevens County, Wash.

Railway, etc., bridge.

Toll.

SEC. 2. That the said bridge shall be so constructed that a free and unobstructed passage may be secured to all water craft, rafts, or logs navigating said river at the point aforesaid. The said bridge shall be located, built, and operated under and subject to such regulations for the securing of the navigation of said river, and such requirements as to location and direction of piers and spans, clear heading in high water, and clear spans at low water, as the Secretary shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, drawings of said bridge and piers, and a map of the location, giving, for the space of one mile below and one mile above the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current at ordinary high and low stages, and the soundings, accurately showing the bed and channel of the stream, and shall furnish such information as shall be required for a full and satisfactory understanding of the subject; and, until the said location and plan 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 or after completion thereof, such change shall be subject to the approval of the Secretary of War: *Provided*, That the persons or corporation owning said bridge shall maintain, at their own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Unobstructed navigation.

Secretary of War to approve plans, etc.

Proviso. Lights, etc.

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 munitions of war of the United States, or for through railway passengers or freight passing over said bridge, than the rate per mile paid for their transmission over the railroads leading to said bridge; and the United States shall have

Lawful structure and post route.

Postal telegraph, etc.

the right of way across said bridge and its approaches for postal-telegraph purposes, and all telegraph or telephone companies shall have equal rights.

Use by other 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 railway trains over the same, and over the approaches

Compensation.

thereto, upon payment of a reasonable compensation to the owners of said bridge, and should the several railroad companies, or any one of them, desiring such use, 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; and all telephone and telegraph companies shall have equal rights and privileges in constructing and operating their lines across said bridge.

Telephone and telegraph companies.

Commencement and completion.

SEC. 5. 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 hereof.

Changes.

SEC. 6. That such alterations or changes as may be required by the Secretary of War or Congress in the bridge constructed under the provisions of this Act shall be made by the said railroad company at its own expense, and at any time after the completion of the bridge; and

Amendment, etc.

the right to alter, amend, or repeal this Act is hereby expressly reserved; and the right to require the entire removal of the bridge constructed under the provisions of this Act, at the expense of the owners thereof, whenever Congress shall decide that the public interests require it, is also expressly reserved.

Approved, January 27, 1897.

January 28, 1897.

CHAP. 106.—An Act To detach the county of Audrain from the western district of Missouri and to attach the same to the eastern district of said State of Missouri.

Audrain County, Mo.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the county of Audrain,

Transferred from western to eastern judicial district.

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in the State of Missouri, be, and the same is hereby, detached from the western judicial district of the State of Missouri and attached to the eastern judicial district of said State of Missouri.

Process, etc.

SEC. 2. That all process, civil and criminal, hereafter issued against persons residing in said county of Audrain shall be made returnable to

Pending suits.

the courts held at Saint Louis, in the State of Missouri, and all suits and prosecutions now pending in the circuit or district courts of the United States against persons residing in the said county of Audrain, at Jefferson City, in said State of Missouri, shall be determined in said courts.

Approved, January 28, 1897.

January 29, 1897.

CHAP. 108.—An Act To authorize the Muskogee, Oklahoma and Western Railroad Company to construct and operate a line of railway through Oklahoma and the Indian Territory, and for other purposes.

Muskogee, Oklahoma and Western Railroad Company granted right of way, Oklahoma and Indian Territories.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Muskogee, Oklahoma and Western Railroad Company, a corporation created and existing under the laws of the Territory of Oklahoma, be, and the same is hereby, invested and empowered with the right of locating, constructing, owning, equipping, operating, using, and maintaining a railway, telegraph, and telephone line through the Indian allotments in severalty in the Territory of Oklahoma along such line or route as may be granted it by the laws

Location.

thereof, and through the Indian Territory, beginning at a point on the northern line of the Creek Nation, Indian Territory, at or near the mouth