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Construction.

SEC. 2. That said bridge may be built with unbroken and continuous spans and of the following dimensions, to wit: Six hundred feet in length, twenty feet in width, ten feet in height above high-water level, and with twenty-eight spans, twelve of which to be thirty feet in length and sixteen of which to be fifteen feet in length, completed in the manner herein specified, shall be deemed and taken to be a legal structure.

Unobstructed navigation.

SEC. 3. That said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from an obstruction or an alleged obstruction to the free navigation thereof, caused or alleged to be caused by said bridge, the case may be tried before the circuit or district court of the United States for the State in which any portion of said bridge may be situated.

Use by railroad companies.

Compensation.

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 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.

Consent of Mexican authorities.

SEC. 5. That the consent of the State of Chihuahua, United States of Mexico, and of the proper authorities of the Republic of Mexico shall have been obtained before said bridge shall be built or commenced.

Commencement and completion.

SEC. 6. That unless the construction of said bridge be commenced within one year and finished within three years from the date of the passage of this Act the provisions of this Act shall be null and void.

Reservation of authority.

SEC. 7. That Congress reserves the right to withdraw the authority and power conferred by this Act in case the free navigation of said river shall at any time be substantially or materially obstructed by said bridge, or for any other reason, and to direct the removal or necessary modifications thereof at the cost and expense of the owners of said bridge; and Congress may at any time alter, repeal, or amend this Act.

Amendment, etc.

Purchase of existing bridge.
Vol. 22, p. 179; Vol. 25, p. 457.

SEC. 8. That said company, instead of erecting such bridge, may acquire by purchase or otherwise the property and franchises of any street-railway bridge heretofore authorized by Congress to be built and now built and in operation across said river at said point.

Reconstruction, etc.

SEC. 9. That said company may in such case remodel and strengthen such bridge so acquired so as to conform in all particulars to the requirements for a new bridge, as hereinbefore set out, and may maintain and operate such bridge under the conditions of its original franchises, subject to all the provisions of this Act in respect to a new bridge.

Consent of Mexican authorities.

SEC. 10. That the consent of the State of Chihuahua, United States of Mexico, and of the proper authorities of the Republic of Mexico shall have been obtained before such property and franchises are acquired.

Approved, February 1, 1897.

February 3, 1897.

CHAP. 136.—An Act Relating to mortgages in the Indian Territory.

Indian Territory.
Mortgages.
Vol. 26, p. 95.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-seven hundred and forty-two of Mansfield's Digest of the Laws of Arkansas, heretofore put in force in the Indian Territory, is hereby amended by adding to said section the following:

Recording, if mortgagor a nonresident.

"*Provided*, That if the mortgagor is a nonresident of the Indian Territory the mortgage shall be recorded in the judicial district in

which the property is situated at the time the mortgage is executed. All mortgages of personal property in the Indian Territory heretofore executed and recorded in the judicial district thereof in which the property was situated at the time they were executed are hereby validated."

Approved, February 3, 1897.

CHAP. 145.—An Act To provide an American register for the barge Black Diamond. February 4, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Commissioner of Navigation is hereby authorized and directed to cause the foreign-built barge Thomas S. Falck, owned by the Mobile Coal Company, of Mobile, Alabama, a corporation under the laws of Alabama, to be registered as a vessel of the United States under the name of Black Diamond.

"Thomas S. Falck," Barge.
Granted American register and name changed to "Black Diamond."

Approved, February 4, 1897.

CHAP. 146.—An Act To authorize officers who served during the war of the rebellion in the Regular Army to bear the title and, on occasions of ceremony, wear the uniform of their highest rank. February 4, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all officers who have served during the rebellion as officers of the Regular Army of the United States, and have been honorably discharged or resigned from the service, shall be entitled to bear the official title and, upon occasions of ceremony, to wear the uniform of the highest grade they have held, by brevet or other commission, as is now authorized for officers of volunteers by section twelve hundred and twenty-six, Revised Statutes.

Army.
Title and uniform of highest rank allowed ex-officers for service during the rebellion.
R.S., sec. 1226, p. 212.

Approved, February 4, 1897.

CHAP. 167.—An Act For the protection of yacht owners and shipbuilders of the United States. February 5, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-two hundred and sixteen of the Revised Statutes be, and is hereby, amended to read as follows:

Yachts.

"SEC. 4216. Yachts, belonging to a regularly organized yacht club of any foreign nation which shall extend like privileges to the yachts of the United States, shall have the privilege of entering or leaving any port of the United States without entering or clearing at the custom-house thereof or paying tonnage tax: *Provided*, That the privileges of this section shall not extend to any yacht built outside of the United States and owned, chartered, or used by a citizen of the United States, unless such ownership or charter was acquired prior to the passage of this Act."

Exemptions to foreign yacht clubs.
R.S., sec. 4216, p. 812, amended.

Proviso.
Not extended to yachts used, etc., by citizens.

SEC. 2. That section eleven of an Act, entitled "An Act to abolish certain fees for official services to American vessels, and to amend the laws relating to shipping commissioners, seamen and owners of vessels, and for other purposes," approved June nineteenth, eighteen hundred and eighty-six, so far as the same exempts any yacht built outside of the United States and owned, chartered, or used by a citizen of the United States, from the payment of tonnage taxes, is hereby repealed.

Foreign-built yachts owned, etc., by citizens to pay tonnage tax.
Vol. 24, p. 81.

Received by the President, January 25, 1897.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval,