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and approval, drawings showing the plan and location of said bridge, said drawings to give, for the space of one-half mile above and one-half mile below 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 all stages, and the soundings, accurately showing the bed of the stream, and such other information as may be required for a full and satisfactory understanding of the subject; and until the plan and location of the bridge are approved by the Secretary of War the bridge shall not be commenced or built; and any change in the plans of said bridge, either before or after construction, shall be subject to the approval of the Secretary of War; and any change in said bridge during or after construction which the Secretary of War may require in the interest of navigation shall be made by the said company at its own expense.

Changes.

Unobstructed navigation.

SEC. 3. That the said bridge shall at all times be so kept and managed as to offer reasonable and proper means for the passage of vessels and other crafts through or under said structure; and if said bridge be built as a drawbridge the draw shall be opened promptly upon reasonable signal for the passage of boats or other crafts; and whatever kind of bridge is constructed, the said company shall maintain at its own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Draw.

Lights, etc.

Lawful structure and post route.

SEC. 4. That any bridge built under this Act and subject to its limitations 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, the troops, and the munitions of war of the United States, or passengers or freight over said bridge than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and it shall enjoy the same rights and privileges as other post roads of the United States; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies, and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes.

Postal telegraph.

Use by other companies.

Compensation.

SEC. 5. That all railroad companies desiring the use of said bridge and its approaches shall have and be entitled to equal rights and privileges relative to the passage of trains over the same upon payment of a reasonable compensation for such use; and in case the owner or owners of said bridge and the several railroad companies, or any of them, desiring such use shall fail to agree upon the sum or sums to be paid, or upon rules and conditions to which each shall conform in using said bridge and approaches, 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.

Commencement and completion.

SEC. 6. 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.

Amendment, etc.

SEC. 7. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 8, 1897.

February 8, 1897.

CHAP. 175.—An Act To amend the Act entitled "An Act to authorize the construction of a bridge across the Missouri River at or near the city of Lexington, Missouri," approved July twenty-sixth, eighteen hundred and ninety-four.

Bridge across Missouri River, Lexington, Mo.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled "An act to authorize the construction of a bridge across the Missouri River at or near the city of Lexington, Missouri," approved July twenty-sixth,

eighteen hundred and ninety-four, be, and the same is hereby, amended so as to extend the time for the commencement of the construction of said bridge to one year and its completion to three years from the approval of this Act.

Time extended for construction. Vol. 28, p. 121.

Approved, February 8, 1897.

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*CHAP. 176.—An Act To authorize the mayor and city council of Monroe, and the police jury of the parish of Ouachita, Louisiana, to construct a traffic bridge across the Ouachita River opposite said city.

February 8, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the mayor and city council of the city of Monroe, and the police jury of the parish of Ouachita, in the State of Louisiana, are hereby authorized and empowered to construct, operate, and maintain a general traffic bridge across the Ouachita River, to be located at such point, within or near the corporate limits of said city as shall be approved by the Secretary of War: *Provided*, That said bridge shall be constructed as a drawbridge, and the draw shall be opened promptly, upon reasonable signal, for the passage of boats; and whatever kind of bridge is constructed the owners thereof shall maintain thereon, at their own expense, from sunset to sunrise, such lights or other signals as the Light-House Board shall prescribe: *Provided further*, That if the said bridge shall be constructed to provide for the passage of street-railway cars, all street-railroad companies desiring the use of the bridge shall have equal privileges in the passage of trains or cars over the same, and over the approaches thereto, upon payment of a reasonable compensation for such use; and in case of disagreement in regard to the terms of such use, or the rates to be paid, the matters at issue shall be decided by the Secretary of War.

Monroe and Ouachita Parish, La., may bridge Ouachita River.

Provisos. Drawbridge.

Lights, etc.

Use by street railroads, etc

Compensation.

SEC. 2. That any bridge built under the provisions of this Act shall be a lawful structure, and shall be recognized and known as a post route, upon which no higher charge shall be made for the transmission over the same of the mails, troops, and munitions of war of the United States passing over said bridge than the rate per mile paid for the transportation over the public highways leading to said bridge; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies; and the United States shall have the right of way across said bridge and approaches for postal-telegraph purposes; and said bridge shall be so constructed and operated as not to interfere with the navigation of said river.

Lawful structure and post route.

Postal telegraph.

Free navigation.

SEC. 3. That said municipal corporation shall have the right to charge and collect a reasonable rate of toll, to be approved by the Secretary of War, not exceeding the rate limited by the law of Louisiana.

Toll.

SEC. 4. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the proposed bridge, and a map of the location, giving for the space of one-half mile above and one-half mile below 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 currents, and the soundings, accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject. And until the said plan and location of the bridge are approved by the Secretary of War, no work upon the bridge shall be commenced; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

Secretary of War to approve plans, etc.

Changes.