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built under the provisions of this Act shall be at right angles to the current of the river at high water.

Secretary of War to approve plans, etc.

SEC. 3. That no bridge shall be erected or maintained under the authority of this Act which shall at any time substantially or materially obstruct the free navigation of said river; and the said company shall submit to the Secretary of War for his approval drawings showing the plan and location of said bridge, and until the said plan and location of the bridge are decided by the Secretary of War to be such as will not materially affect the interests of navigation and are approved by him the bridge shall not be commenced or built; and any change in the plan of such construction or any alteration in the bridge after its construction shall be subject to the like approval; and whenever said bridge shall, in the opinion of the Secretary of War, substantially obstruct the free navigation of said river, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge, or the persons operating or controlling the same; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of the Missouri River, at or near the crossing of said bridge, caused or alleged to be caused thereby, the cause shall be commenced and tried in the circuit courts of the United States of either judicial district of South Dakota in which the said bridge or any portion of such obstruction touches.

Changes.

Litigation.

Lawful structure and post route.

SEC. 4. That any bridge built under this Act and according 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 transportation over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for the transportation over the railroad or public highways leading to such bridge. The United States shall also have the right to construct, without charge therefor, telegraph or telephone lines across said bridge.

Amendment, etc.

SEC. 5. That Congress may at any time alter, amend, or repeal this Act.

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.

Approved, March 13, 1896.

CHAP. 54.—An Act Regulating proof of death in certain Pension cases.

March 13, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in considering claims filed under the pension laws, the death of an enlisted man or officer shall be considered as sufficiently proved if satisfactory evidence is produced establishing the fact of the continued and unexplained absence of such enlisted man or officer from his home and family for a period of seven years, during which period no intelligence of his existence shall have been received. And any pension granted under this Act shall cease upon proof that such officer or enlisted man is still living.

Pensions.
Proof of death accepted.

Approved, March 13, 1896.

CHAP. 55.—An Act Granting to the First Regiment North Carolina State Guard two condemned cannon.

March 13, 1896.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to deliver to the First Regiment North Carolina State Guard two pieces of condemned cannon: *Provided*, That the same can be spared without detriment to the service, and that no expense is thereby incurred by the Government.

Condemned cannon.
Donated to First Regiment North Carolina State Guard.

Proviso.
Expense, etc.

Approved, March 13, 1896.