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thereon, after fourteen months from the date of settlement, upon full payment for the lands at the price provided in said Act.

Approved, April 11, 1898.

CHAP. 121.—An Act To authorize the Shreveport Bridge and Terminal Company to construct and maintain a bridge across Red River in the State of Louisiana, at or near Shreveport.

April 11, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Shreveport Bridge and Terminal Company, a corporation existing under the laws of Louisiana, its successors and assigns, be, and is hereby, authorized to construct and maintain a bridge and all approaches thereto across Red River at or near the city of Shreveport, Louisiana, at a point suitable to the interests of navigation, and in accordance with such location and plans as may be approved by the Secretary of War, and to lay on or over said bridge a track or tracks for the more perfect connection of any railroad or railroads that are or shall be constructed to said river, on either or both sides thereof, at or opposite such point, under the limitations and conditions hereinafter provided. Said company, or its successors and assigns, are hereby authorized to build, construct, and maintain any and all trestles, roadbeds, tracks, appurtenances, and things that may be necessary for proper approaches to said bridge and for the use of the same as a railroad bridge. That said bridge shall not interfere with the free navigation of said river, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, by reason of the construction of the said bridge, the cause may be tried before the circuit court of the United States in and for any district in whose jurisdiction any portion of said obstruction or bridge may be: *Provided*, That nothing in this Act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers or to exempt this bridge from the operation of the same: *Provided further*, That said bridge shall be constructed to provide for the passage of railroad trains, and at the option of said company may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot passengers, for such reasonable rates of toll as may be fixed by said company and approved by the Secretary of War.

Shreveport Bridge and Terminal Company may bridge Red River, Louisiana.

Railroad tracks, etc.

Interference with free navigation.
—litigation.

Provisos.
Existing law unchanged.

Passage of trains, vehicles, etc.

Toll.

SEC. 2. That if the bridge herein authorized shall be built as a draw-bridge, the draw shall be operated by steam or other reliable power, and shall be opened promptly upon reasonable signal for the passage of boats, except when trains are passing over said span or spans; but in no case shall unnecessary delay occur in opening said draw after the passage of trains.

Opening of draw.

SEC. 3. That all piers shall be built as nearly as may be parallel with the current of the river at that stage of water which is most important for navigation, and the bridge itself shall be built as nearly as may be at right angles thereto; and the riprapping or other protection for imperfect foundations which will lessen the required waterway shall not be permitted; and also that piers which will produce cross currents or bars dangerous to navigation shall not be constructed; and if, after construction, any piers or accessory works are found to produce the above-mentioned effects, or if any riprapping or other protection prohibited by this section is found to exist, the nuisance shall be abated or corrected under the direction of the Secretary of War at the expense of the company or persons owning, controlling, or operating said bridge.

Position of piers, etc.

SEC. 4. That the approaches to said bridge shall be so designed and constructed as not to interfere with the free discharge of said river in seasons of flood; and any encroachment on the high-water cross section by piers, solid embankments, or otherwise which will result in unduly

Interference with flow of river, etc.

accelerating the high-water current at the site of the bridge shall not be allowed.

Aids to navigation.

SEC. 5. That any corporation, company, or persons owning, controlling, or operating the bridge built under the authority of this Act shall build and maintain at all times as accessory work to such bridge such booms, piers, dikes, guard fences, and similar devices as may be necessary to insure at all times a permanent channel for a sufficient distance above and below the bridge site, and for the guiding of rafts, steamboats, and other craft safely under or through said bridge; and

Secretary of War may compel alterations, etc.

if at any time after the construction of the bridge and its accessory works the approaches to draw openings, channel spans, or raft passages in said bridge are found to be dangerous or difficult of access by river traffic the Secretary of War may, upon the recommendation of the Chief of Engineers, United States Army, order the corporation, company, or persons owning, controlling, or operating said bridge to construct, under his direction, and to maintain such additional sheer booms, dikes, and other devices as will obviate the difficulty mentioned, which additional sheer booms, dikes, and other devices shall be built and maintained at their own expense by said company or persons; and

Lights.

that said company or persons shall maintain, at their own expense, from sunset to sunrise such lights and other signals on said bridge as may be required by the Light-House Board for the security of navigation.

Secretary of War may prescribe regulations.

SEC. 6. That the bridge authorized to be constructed by this Act shall be located and built under and subject to such regulations for the security of navigation on said river as the Secretary of War shall

—to approve plans, maps, etc.

prescribe; and to secure that object said corporation shall submit for his examination a design and drawing of the bridge, piers, approaches, and accessory works, and a map of the location, giving for a space of one mile above and one mile below the proposed location the topography of the banks of the river and the shore lines at high and low water. This map shall be accompanied by another, drawn on the scale of one inch to two hundred feet, giving for a space of one-half mile above the line of the proposed bridge and one-quarter mile below an accurate representation of the bottom of the river, by contour lines five feet apart, determined by accurate soundings, and also showing over the whole width of this part of the river the force and direction of the currents at low water, at high water, and at least one intermediate stage, by triangulated observations on suitable floats. The maps shall also show the location of other bridges in the vicinity, and shall give such information as the Secretary of War may require for a full and satisfactory understanding of the subject; and the construction of the proposed bridge shall not be commenced until the location and plans thereof are approved by the Secretary of War.

—to have general supervision of construction.

SEC. 7. That any bridge constructed under the authority of this Act shall be built under the general supervision of the Secretary of War,

—to authorize alterations.

and no changes or alterations in plans shall be made during the construction of said bridge or after its completion unless said changes or alterations are authorized by the Secretary of War. That such alterations and changes as may be required by the Secretary of War in said bridge before or after completion, so as to preserve free and convenient navigation, shall be made under the direction of the Secretary of War, at the expense of the company or persons owning, controlling, or operating said bridge. That during original construction or in carrying out any authorized changes or repairs of said bridge a navigable channel shall be preserved at the site of the bridge at all times, and the waterway of the river shall not be obstructed to a greater extent than is absolutely necessary; and such lights and buoys shall be kept on all cofferdams, piles, and so forth, as may be necessary for the security of navigation.

Security of navigation during construction, repairs, etc.

Rights of railroads.

SEC. 8. That all railroad companies desiring the use of the bridge authorized by this Act shall have and be entitled to equal rights and privileges relative to the passage of railway trains or cars over the

same, and over the approaches thereto, upon the 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 one of them, desiring such use shall 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 equal privileges in the use of the bridge shall be granted to all telegraph and telephone companies.

Disagreements with owner of bridge.

Telegraph and telephone companies.

SEC. 9. That the bridge constructed, maintained, and operated 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 of said mails, troops, and munitions of war over the railroads and public highways leading to said bridge; and the United States shall have the right of way for postal, telegraph, and telephone purposes over said bridge.

Lawful structure and post route.

SEC. 10. 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 of approval thereof.

Commencement and completion.

SEC. 11. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, April 11, 1898.

CHAP. 166.—An Act To incorporate The Masonic Temple Association of the District of Columbia.

April 15, 1898.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That James A. Sample, of the Grand Lodge of the District of Columbia; R. B. Donaldson, of Federal Lodge, numbered one; Thomas F. Gibbs, of Columbia Lodge, numbered three; Isaac Birch, of Potomac Lodge, numbered five; Henry Orth, of Lebanon Lodge, numbered seven; E. H. Chamberlin, of New Jerusalem Lodge, numbered nine; Martin R. Thorp, of Hiram Lodge, numbered ten; Jesse W. Lee, junior, of Saint John's Lodge, numbered eleven; Richard C. Lewis, of National Lodge, numbered twelve; William H. Baum, of Washington Centennial Lodge, numbered fourteen; Wallace H. Hills, of Benjamin B. French Lodge, numbered fifteen; Samuel R. Bond, of Dawson Lodge, numbered sixteen; A. W. Johnston, of Harmony Lodge, numbered seventeen; Robert Cook, of Lafayette Lodge, numbered nineteen; George W. Baird, of Hope Lodge, numbered twenty; B. W. Murch, of George C. Whiting Lodge, numbered twenty-two; Joseph C. Johnson, of Pentalpha Lodge, numbered twenty-three; George W. Balloch, of Stansbury Lodge, numbered twenty-four; Matthew Trimble, of the Grand Chapter of the District of Columbia; Allison Nailor, junior, of Columbia Chapter, numbered one; John R. Garrison, of Washington Chapter, numbered two; John H. Olcott, of Mount Vernon Chapter, numbered three; S. H. Walker, of Eureka Chapter, numbered four; George W. Evans, of Lafayette Chapter, numbered five; W. F. R. Phillips, of Mount Horeb Chapter, numbered seven; S. C. Palmer, of Potomac Chapter, numbered eight; Abram Frey, of Brightwood Chapter, numbered nine; John C. Chaney, of Hiram Chapter, numbered ten; E. G. Davis, of the Grand Commandery of the District of Columbia; Howard Perry, of Washington Commandery, numbered one; J. H. Small, junior, of Columbia Commandery, numbered two; Samuel M. Yeatman, of Potomac Commandery, numbered three; Thomas Somerville, of De Molay Mounted Commandery, numbered four; H. K. Simpson, of Mithras Lodge of Perfection; J. A. Lacey, of Orient Lodge of Perfection; William Oscar Roome, of Evangelist Chapter Rose Croix; Charles T. Caldwell, of Robert De Bruce Council of

District of Columbia.

Incorporation of Masonic Temple Association