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ment of the Chief of Engineers and the Secretary of War the bridge as built provides suitable and proper facilities for present and prospective navigation, and is in all respects satisfactory to navigation interests; and if, in their judgment, any changes in said bridge are necessary to meet the aforesaid conditions, such changes shall be immediately made by the said company at its own expense: *Provided further*, That drawings showing the plans and location of the said bridge as built shall be filed in the War Department within thirty days of the approval of this Act.

Plans, etc.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, August 16, 1911.

CHAP. 15.—An Act To amend an Act entitled "An Act to legalize and establish a pontoon railway bridge across the Mississippi River at Prairie du Chien, and to authorize the construction of a similar bridge at or near Clinton, Iowa," approved June sixth, eighteen hundred and seventy-four.

August 16, 1911.
[S. 850.]
[Public, No. 15.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act approved June sixth, eighteen hundred and seventy-four, legalizing and declaring a lawful structure the pontoon railway bridge across the Mississippi River at Prairie du Chien, Wisconsin, be, and is hereby, so amended as to permit its rebuilding and relocation, with pontoon draw openings, in the two channels of said river of shorter length: *Provided*, That the bridge shall be rebuilt in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable streams," approved March twenty-third, nineteen hundred and six.

Mississippi River.
Rebuilding, etc., bridge, at Prairie du Chien, Wis., authorized.
Vol. 18, p. 62, amended.
Vol. 34, p. 615.
Proviso.
Construction.
Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, August 16, 1911.

CHAP. 16.—An Act To authorize the construction, maintenance, and operation of a bridge across and over the Arkansas River, and for other purposes.

August 16, 1911.
[S. 1627.]
[Public, No. 16.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Muskogee and Fort Gibson Bridge Company, a corporation of the State of Oklahoma, its successors and assigns, are hereby authorized to construct, maintain, and operate a bridge and approaches thereto across and over the Arkansas River, at a point suitable to the interests of navigation, at or near the city of Muskogee, Muskogee County, Oklahoma, in accordance with and subject to the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March twenty-third, nineteen hundred and six.

Arkansas River.
Muskogee and Fort Gibson Bridge Company may bridge, Muskogee, Okla.
Vol. 34, p. 84.

SEC. 2. That the right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, August 16, 1911.

CHAP. 17.—An Act To authorize the Chicago, Lake Shore and Eastern Railway Company to construct a bridge across the Calumet River, in the State of Indiana.

August 16, 1911.
[S. 2878.]
[Public, No. 17.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Chicago, Lake Shore and Eastern Railway Company, a corporation organized under the laws of the States of Indiana and Illinois, its successors and assigns, be, and they are hereby, authorized to construct, maintain, and operate a rail-

Calumet River.
Chicago, Lake Shore and Eastern Railway Company may bridge, in Lake County, Ind.