

Commencement and completion.

SEC. 12. That this act shall be null and void if actual construction of the bridges herein authorized be not commenced within one year and completed within three years from the date of approval thereof.

Amendment, etc.

SEC. 13. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require the entire removal of the bridges constructed under the provisions of this act at the expense of the owners thereof, whenever Congress shall decide that the public interests require it, is also expressly reserved.

Removal.

Approved, September 30, 1890.

September 30, 1890.

**CHAP. 1132.**—An act to authorize the Seneca Nation of New York Indians to lease lands within the Cattaraugus and Allegany Reservations, and to confirm existing leases.

Leases of lands by Seneca Nation of New York Indians, to be renewable.  
Vol. 18, p. 330.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That whenever the leases of land situate within the limits of the villages mentioned in the act of Congress entitled "An act to authorize the Seneca Nation of New York Indians to lease lands within the Cattaraugus and Allegany Reservations, and to confirm existing leases," approved February nineteenth, eighteen hundred and seventy-five, except leases to railroads, shall by the terms of said act be renewable, the same shall be renewable for a term not exceeding ninety-nine years, instead of the term of twelve years, as therein provided, subject to all other terms and conditions of said act.

Excepted leases.

Term of renewal.  
Conditions, etc.

Approved, September 30, 1890.

September 30, 1890.

**CHAP. 1133.**—An act to authorize the construction of a bridge across the Kentucky River and its tributaries by the Louisville, Covington and Cincinnati Railway Company, the Carrollton and Louisville Railroad Company, and the Westport, Carrollton and Covington Railway Company and their assigns.

Louisville, Covington and Cincinnati Railway Company, Carrollton and Louisville Railroad Company, and Westport, Carrollton and Covington Railway Company may bridge Kentucky River, etc., at Carrollton, Ky.  
Location.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Louisville, Covington and Cincinnati Railway Company, the Carrollton and Louisville Railroad Company, and the Westport, Carrollton and Covington Railway Company, corporations organized under acts of the general assembly of the Commonwealth of Kentucky, their successors and assigns are, authorized to construct and maintain a bridge or bridges, and approaches thereto, over the Kentucky River, in the State of Kentucky, at or near Carrollton, at such a point or points as said companies may deem suitable for the passage of their said road or roads over said river or its tributaries, subject to approval of the Secretary of War. Said bridge or bridges shall be constructed to provide for the passage of railway trains and, at the option of the company or companies by which it or they may be built, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot-passengers.

Railway, or railway, wagon, and foot-bridges.

Lawful structures and post-routes.

SEC. 2. 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, and it shall enjoy the rights and privileges of other post-roads in the United States; and equal privileges in the use of said bridge or bridges shall be granted to all telegraph and telephone companies; and the United States shall have the right of way across said bridge or bridges, and approaches, for postal-telegraph purposes.

Use by telegraph, etc., companies.

Postal telegraph.

Security of navigation.

SEC. 3. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe and to secure that object the said company or com-

panies shall submit to the Secretary of War, for his examination and approval, a design and drawing of each bridge, and a map of the location thereof, giving the high and low water lines upon the banks of the river, the direction and strength of the currents at all stages of the water, with soundings accurately showing the bed of the stream, and the location of any other bridge or bridges; such map to be sufficiently in detail to enable the Secretary of War to judge of the proper location of said bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until such plan and location of the bridge or bridges are approved by the Secretary of War, no bridge shall be built or commenced; and should any change be made in the plan of such bridge or bridges during the progress of construction, such change shall be subject to the approval of the Secretary of War; and if the Secretary of War shall at any time think any changes necessary in the plans of said bridge or bridges, the said alterations shall be at the expense of the company or companies owning the same. The said bridge or bridges shall at all times be so kept and managed as to offer reasonable and proper means for the passage of vessels and other water-craft through or under said structures, and for the safety of vessels passing at night there shall be displayed on said bridge or bridges, from the hours of sunset to sunrise, such lights or other signals as may be prescribed by the Light-House Board.

Secretary of War to approve plans, etc.

Change of plans.

Structural changes.

Unobstructed navigation.

Lights, etc.

Use by other railroad companies.

Compensation.

Disagreements decided by court, or Secretary of War.

Commencement and completion.

Amendment, etc.

SEC. 4. That all railroad companies desiring the use of said bridge or bridges 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 the payment of reasonable compensation therefor; and in case the owner or owners of said bridge or bridges and the company or companies desiring to use the same shall fail to agree upon the terms with reference to the use of the same, all matters at issue between them shall be decided by any court of competent jurisdiction, or by the Secretary of War, by agreement of the parties interested, upon a hearing of the allegations and proofs of the parties.

SEC. 5. That this act shall be null and void if actual construction of the bridge or bridges herein authorized be not commenced within two and completed within five years from the date thereof.

SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Approved, September 30, 1890.

CHAP. 1134.—An act to authorize the building of a bridge at Dardanelle, Arkansas, across the Arkansas River.

September 30, 1890.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Cable City Bridge Construction Company, a corporation duly organized and existing under the laws of the State of Missouri, its successors and assigns, be, and are hereby, authorized to construct and maintain a ponton bridge and approaches thereto across the Arkansas River in front of Dardanelle, at a point at least one mile from any other bridge, and which shall not be detrimental to the interest of navigation or of any river improvement. Said bridge shall be constructed so as to provide for the passage of wagons and vehicles of all kinds, animals, and foot-passengers, and for all road travel, for such reasonable rates of toll and under such reasonable rules and regulations as may be prescribed by said corporation, its successors or assigns and approved from time to time by the Secretary of War.

Cable City Bridge Construction Company may bridge Arkansas River at Dardanelle, Ark.

Ponton bridge.

Wagon and foot-bridge.

Toll.

Regulations.

SEC. 2. That any bridge built under this act and subject to its limitations shall be a lawful structure, and shall be recognized and

Lawful structure and post-route.