

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.

SEC. 8. That any bridge constructed under the authority of this act shall be built under the general supervision of the Secretary of War, 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 conform to the provisions of this act and are authorized by the Secretary of War. That such alterations and changes as may be required by the Secretary of War in said bridge, 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 water way 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.

Changes, etc.

SEC. 9. 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 proof of the parties; and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Use by railroad companies.

Compensation.

SEC. 10. 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 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.

Postal telegraph, etc.

SEC. 11. 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. 12. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require the entire removal of the bridge 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.

Amendment, etc.

Approved, February 11, 1893.

**CHAP. 83.**—An act in relation to testimony before the Interstate Commerce Commission, and in cases or proceedings under or connected with an act entitled "An act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, and amendments thereto.

February 11, 1893.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That no person shall be excused from attending and testifying or from producing books, papers, tariffs, contracts, agreements and documents before the Interstate Commerce Commission, or in obedience to the subpoena of the Commission, whether

Interstate Commerce Commission.  
No person excused from testifying in Interstate Commerce actions.

Vol. 24, p. 379.

No prosecution on account of testimony.

Proviso.  
Perjury.

Penalty for refusal to testify.

such subpoena be signed or issued by one or more Commissioners, or in any cause or proceeding, criminal or otherwise, based upon or growing out of any alleged violation of the act of Congress, entitled, "An act to regulate commerce," approved February fourth, eighteen hundred and eighty-seven, or of any amendment thereof on the ground or for the reason that the testimony or evidence, documentary or otherwise, required of him, may tend to criminate him or subject him to a penalty or forfeiture. But no person shall be prosecuted or subjected to any penalty or forfeiture for or on account of any transaction, matter or thing, concerning which he may testify, or produce evidence, documentary or otherwise, before said Commission, or in obedience to its subpoena, or the subpoena of either of them, or in any such case or proceeding: *Provided*, That no person so testifying shall be exempt from prosecution and punishment for perjury committed in so testifying.

Any person who shall neglect or refuse to attend and testify, or to answer any lawful inquiry, or to produce books, papers, tariffs, contracts, agreements and documents, if in his power to do so, in obedience to the subpoena or lawful requirement of the Commission shall be guilty of an offense and upon conviction thereof by a court of competent jurisdiction shall be punished by fine not less than one hundred dollars nor more than five thousand dollars, or by imprisonment for not more than one year or by both such fine and imprisonment.

Approved, February 11, 1893.

February 13, 1893.

**CHAP. 103.**—An act to extend the provisions of section eight of the act entitled "An act to repeal timber culture laws and for other purposes," approved March third eighteen hundred and ninety-one, concerning prosecutions for cutting timber on public lands to Wyoming, New Mexico, and Arizona.

Timber cutting on public lands.

Vol. 26, pp. 1093, 1099.

Provisions extended to New Mexico and Arizona.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That section eight of the act entitled "An act to repeal timber-culture laws, and for other purposes," approved March third, eighteen hundred and ninety-one, as amended by an act approved March third, eighteen hundred and ninety-one, chapter five hundred and fifty-nine, page ten hundred and ninety-three, volume twenty-six, United States Statutes at Large, be, and the same is hereby, amended as follows: After the word "Wyoming" in said amended act insert the words "New Mexico and Arizona."

Approved, February 13, 1893.

February 13, 1893.

**CHAP. 104.**—An act to amend the charter of the Eckington and Soldier's Home Railway Company of the District of Columbia.

Eckington Railway, D. C.

May use overhead electric wires until 1895.

Vol. 26, p. 78.

Extension of branch track to Thirteenth street.

Auto, p. 65.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That the act to amend the charter of the Eckington and Soldier's Home Railway Company, approved April thirtieth, anno Domini eighteen hundred and ninety, is hereby amended by substituting the word "five" for the word "three" in the last line of said act. And that the act to amend the charter of the Eckington and Soldier's Home Railroad Company, approved July fifth, eighteen hundred and ninety-two, be amended in the first proviso by striking out the word "twelfth" therein and inserting in place thereof the word "thirteenth," so that the proviso will read, "*Provided*, that until C and D streets shall have been paved and provided with sewers to Fifteenth street the company shall not be required to construct its road beyond Thirteenth street, and that said company shall have authority to make connection with D street from C. street through and along Thirteenth street northeast." And in the fourth proviso by