filed with the Secretary of the Interior and approved by him. \textit{Provided}, That a map of definite location of said road from South McAlester to Fort Smith shall be filed and approved before construction work shall be begun between McAlester and Fort Smith.”

Approved, July 7, 1898.

CHAP. 575.—An Act To amend an Act entitled “An Act providing for the construction of a bridge across the Yalobusha River, between Leflore and Carroll counties, in the State of Mississippi,” approved April twenty-ninth, eighteen hundred and ninety-eight.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act entitled “An Act providing for the construction of a bridge across the Yalobusha River, between Leflore and Carroll counties, in the State of Mississippi,” approved April twenty-ninth, eighteen hundred ninety-eight, be, and the same is hereby, amended so as to read as follows:

“That the Yazoo and Mississippi Valley Railroad Company, a corporation created and existing under and by virtue of the laws of the State of Mississippi, be, and is hereby, authorized to construct and maintain a railway bridge across the Yalobusha River, at or near the mouth of the Yalobusha River, in Leflore County, Mississippi, the said bridge to be so constructed as not to unreasonably interfere with the navigation of said river and to be provided with a suitable draw: \textit{Provided}, That a bridge constructed under this Act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post route, and the same is hereby declared to be a post route; and the United States shall have the right of way for a postal telegraph across said bridge.

SEC. 2. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or corporation shall submit to the Secretary of War for his examination and approval a design and drawings of the proposed bridge and a map of the location, giving, for the space of two miles above and two miles below the proposed location, 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 the 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, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this Act at any time; and if at any time navigation of the said river shall in any manner be obstructed or impaired by the said bridge, the Secretary of War shall have authority, and it shall be his duty, to require the said bridge company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure the reasonably free and unobstructed navigation of said river.

SEC. 4. That said company shall be permitted to charge and take such rates of toll for crossing said bridge as may be reasonable, subject to the approval of the Secretary of War.

SEC. 5. That the draw provided for the bridge herein authorized to be constructed shall be opened promptly upon reasonable signal for the passing of boats, and said company or corporation shall maintain, at its
own expense, from sunset to sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

"Sec. 6. That all telephone and telegraph companies shall be granted equal rights and privileges in the construction and operation of their lines across said bridge; and if actual construction of the bridge herein authorized shall not be commenced on or before the first day of September, eighteen hundred and ninety-eight, and be completed by the thirty-first day of December, eighteen hundred and ninety-nine, the rights and privileges hereby granted shall cease and be determined.

"Sec. 7. That all railroad companies desiring the use of said bridge 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 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.

"Sec. 8. That the said company may associate or join with themselves in the construction, maintenance, and operation of said bridge the Illinois Central Railroad Company, or any other railway company duly incorporated under the laws of the State of Mississippi."