

January 13, 1897.	CHAP. 11. —An Act Providing for the location and purchase of public lands for reservoir sites.
Public lands. Reservoir sites for live stock authorized.	<i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That any person, live-stock company, or transportation corporation engaged in breeding, grazing, driving, or transporting live stock may construct reservoirs upon unoccupied public lands of the United States, not mineral or otherwise reserved, for the purpose of furnishing water to such live stock, and shall have control of such reservoir, under regulations prescribed by the Secretary of the Interior, and the lands upon which the same is constructed, not exceeding one hundred and sixty acres, so long as such reservoir is maintained and water kept therein for such purposes: <i>Provided,</i> That such reservoir shall not be fenced and shall be open to the free use of any person desiring to water animals of any kind.
<i>Proviso.</i> Free use, etc.	SEC. 2. That any person, live-stock company, or corporation desiring to avail themselves of the provisions of this Act shall file a declaratory statement in the United States land office in the district where the land is situated, which statement shall describe the land where such reservoir is to be or has been constructed; shall state what business such corporation is engaged in; specify the capacity of the reservoir in gallons, and whether such company, person, or corporation has filed upon other reservoir sites within the same county; and if so, how many.
Statement required.	SEC. 3. That at any time after the completion of such reservoir or reservoirs which, if not completed at the date of the passage of this Act, shall be constructed and completed within two years after filing such declaratory statement, such person, company, or corporation shall have the same accurately surveyed, as hereinafter provided, and shall file in the United States land office in the district in which such reservoir is located a map or plat showing the location of such reservoir, which map or plat shall be transmitted by the register and receiver of said United States land office to the Secretary of the Interior and approved by him, and thereafter such land shall be reserved from sale by the Secretary of the Interior so long as such reservoir is kept in repair and water kept therein.
Surveys, etc., required.	SEC. 4. That Congress may at any time amend, alter, or repeal this Act.
Land reserved from sale.	Approved, January 13, 1897.
Amendment, etc.	

January 13, 1897.	CHAP. 12. —An Act To approve and ratify the construction of a bridge over and across Caddo Lake, at Mooringsport, Louisiana, by the Kansas City, Shreveport and Gulf Railway Company.
Bridge across Caddo Lake, Mooringsport, La., by Kansas City, Shreveport and Gulf Railway Company, approved.	<i>Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,</i> That the construction by the Kansas City, Shreveport and Gulf Railway Company, a corporation duly organized under the laws of the State of Louisiana, of the bridge over Caddo Lake, at the village of Mooringsport, Louisiana, be, and the same hereby is, approved and ratified, subject to the stipulations and conditions hereinafter set forth.
Lawful structure and post route.	SEC. 2. That said bridge, so long as maintained according to the limitations of this Act, 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, upon which no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States, or for through passengers or freight passing over the same, than the rate per mile paid for their transportation over the railroads leading to said bridge, and equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies; and the United States shall have the right of way across said bridge for a postal telegraph.
Postal telegraph.	

SEC. 3. That said bridge shall be under and subject to such regulations for the security of the navigation of said lake as the Secretary of War shall prescribe, and the present plan and structure of said bridge shall not be altered or changed except by consent of the Secretary of War, and with his approval of the proposed change or alteration; and to secure that object the said company or corporation shall submit to the Secretary of War, for file, a design and drawings of said bridge and a map of the location, prepared with reference to a known datum plane, upon prescribed scale, furnished by the engineer officer having supervision of said lake, giving, for the space of one mile above and one mile below the location of the bridge, the topography of the banks of the lake, with shore lines at high and low water, the direction and strength of the currents at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject: *Provided*, That any change or alteration in the said bridge which the Secretary of War may deem necessary in the interest of navigation shall be made by the said railroad company at its own expense: *Provided, also*, That said bridge shall be so kept and managed by the company owning or operating it as to afford during the periods at which the lake is navigable proper ways and means for the passage through or under it of vessels, barges, or rafts, both by day and by night; and during the periods at which the lake is navigable there shall be displayed on said bridge from sunset to sunrise such lights and signals as may be directed by the Light-House Board.

Secretary of War to approve changes, etc.

Provisos.
Expenses of changes.

Aids to navigation.

Lights, etc.

Use by other companies.

Compensation.

SEC. 4. 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.

Amendment, etc.

SEC. 5. That Congress reserves the right to alter, amend, or repeal this Act at any time.

Approved, January 13, 1897.

CHAP. 13.—An Act Authorizing the Kansas City, Watkins and Gulf Railway Company to construct and maintain a bridge across the Black River, in Louisiana.

January 13, 1897.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Kansas City, Watkins and Gulf Railway Company, a corporation created and existing under and by virtue of the laws of the State of Louisiana, be, and is hereby, authorized to construct and maintain a bridge across Black River, in the State of Louisiana, at such point suitable to the interests of navigation as may hereafter be selected by said railway company for crossing said river with its railroad line. Said bridge shall be constructed to provide for the passage of railway trains, and at the option of said railway 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 railway company and approved by the Secretary of War.

Kansas City, Watkins and Gulf Railway Company may bridge Black River, Louisiana.

Railway, wagon, and foot bridge.

Toll.

Lawful structure and post route.

SEC. 2. That said 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, upon which also no higher charge shall be made for the transmission over the same of the mails, the troops, and munitions of