

Dimensions and number of draws. the interests of navigation be not injured thereby: *And provided further*, That if the physical characteristics of the locality where a bridge authorized by this act is to be constructed require, and the interests of navigation be not injured thereby, the length of the fixed openings or the number of draw-openings required by this act may be reduced by the Secretary of War.

Amendment, sec. 4. Strike out section four of said act and insert in lieu thereof the following:

Use by other companies. "SEC. 4. That if any bridge built under the provisions of this act shall be constructed to provide for the passage of railroad trains, all railroad and other companies desiring to use the same shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and all approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties, in case they shall not agree."

Secretary of War to prescribe terms.

Approved, March 15, 1890.

March 15, 1890.

**CHAP. 33.**—An act to shorten the terms of imprisonment in the jail and in the work-house of the District of Columbia on account of good conduct during confinement.

District of Columbia. Terms of imprisonment shortened.

Good conduct deductions.

In jail.

In work-house.

Docket entry.

Order of discharge.

Repeal.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That all persons sentenced to and imprisoned in the jail or in the work-house of the District of Columbia and confined there on and after the first day of January, anno Domini eighteen hundred and ninety, for a term of one month or longer, who conduct themselves so that no charge of misconduct shall be sustained against them, shall have a deduction of five days in each month made from the term of their sentence, and shall be entitled to their discharge so much the sooner, upon the certificate of the warden of the jail for those confined in the jail, and the certificate of the intendant of the Washington Asylum for those confined in the work-house, of their good conduct during their imprisonment (with the approval of the judge making the commitment); and it shall be the duty of said judge to write, or cause to be written, in the docket of his court, across the face of the commitment of the person to be so discharged, the following words: "Discharged by order of the court [giving date] on account of good conduct during imprisonment."

SEC. 2. That all acts and parts of acts inconsistent with the provisions of this act are hereby repealed.

Approved, March 15, 1890.

March 15, 1890.

**CHAP. 34.**—An act to amend an act entitled "An act to authorize the building of a railroad bridge at Fort Smith, in the State of Arkansas," approved July nineteenth, eighteen hundred and eighty-eight.

Fort Smith, Paris and Dardanelle Railway Company may bridge Arkansas River at Fort Smith, Ark. Vol. 25, p. 337, revived.

Vol. 25, p. 338, amended.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled*, That an act entitled "An act to authorize the building of a railroad bridge at Fort Smith, in the State of Arkansas," approved July nineteenth, eighteen hundred and eighty-eight, be, and the same is hereby, revived, and declared to be in full force and effect from and after the passage of this act. And section seven of said act, which provides that said act shall be null and void if actual construction of the bridge therein authorized be not commenced within one year, and completed within three years from the date thereof, shall be, and the same is hereby,

so amended, that the time within which said bridge is required to be commenced, shall be one year from the passage of this act, and the time within which it is required to be completed shall be three years from the date of the passage of this act.

Approved, March 15, 1890.

Commencement and completion.

**CHAP. 35.**—An act to authorize the construction of a bridge over the Arkansas River, in the Indian Territory.

March 15, 1890.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Kansas and Arkansas Valley Railway, a corporation organized and existing under the laws of the State of Arkansas, and being empowered by act of Congress, approved June first, eighteen hundred and eighty-six, to construct its railway from a point on the eastern boundary line of the Indian Territory, at or near Fort Smith, Arkansas, through said Territory in a northwest direction to a point on the northern boundary line of said Territory, with the power to build a branch as therein provided, the construction and operation of which said line of railway involves the necessity of constructing a bridge across the Arkansas River, in the Indian Territory, from a point at or near Fort Smith be, and the said Kansas and Arkansas Valley Railway, its successors and assigns, are hereby authorized and empowered to construct said bridge across said river, and to maintain and operate the same as a railway, passenger, and wagon bridge.

Kansas and Arkansas Valley Railway may bridge Arkansas River, Indian Territory. Vol. 25, p. 73, supplemented.

**SEC. 2.** That any bridge authorized to be constructed under this act, whether constructed as a high bridge or a draw bridge, 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 said company or corporation shall submit to the Secretary of War a design and drawings of said bridge to be erected for his examination and approval and a map of its location, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and until said plan and location of said bridge are approved by the Secretary of War said bridge shall not be commenced or built; and should any change be made in the plan of any bridge authorized to be constructed by this act during the progress of the work of construction, such change shall be subject to the approval of the Secretary of War. That all railway companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties, in case they shall not agree.

Bridge at Fort Smith.

Railway, passenger, and wagon.

High or draw.

Security of navigation.

Plans, etc., to be approved by Secretary of War.

Change of plan.

Use by other companies.

Secretary of War to prescribe terms.

Lawful structure and post-route.

**SEC. 3.** 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, upon which no higher charge shall be made for transmission 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 over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of other post-roads of the United States.

**SEC. 4.** That the charges for transportation of passengers and freight in the cars of said company over said bridge shall be subject to, and regulated by, the provisions of section four of the above-recited act of June first, eighteen hundred and eighty-six, authorizing the construction of said railroad in the Indian Territory. The rates of toll which shall be charged for vehicles and foot-passengers over said bridge shall be the same as those now established for like service by

Railroad transportation charges. Vol. 25, p. 74.

Tolls for vehicles, etc.