

by this act to be constructed, the Secretary of War shall have authority, and it shall be his duty, to require the said railway company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment; and if, upon such reasonable notice to said railway company to make such change or improvements, the said company fails to do so, the Secretary of War shall have authority to make the same, and all the rights conferred by this act shall be forfeited; and Congress shall have power to do any and all things necessary to secure the free navigation of the river.

Approved, March 3, 1887.

CHAP. 394.—An act extending the charter of "The President and Directors of the Firemen's Insurance Company of Washington and Georgetown," in the District of Columbia.

Mar. 3, 1887.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the charter of "The President and Directors of the Firemen's Insurance Company of Washington and Georgetown," in the District of Columbia, granted by act of Congress approved March third, eighteen hundred and thirty-seven, and which by act of Congress approved February seventh, eighteen hundred and fifty-seven, was extended until the first day of June, eighteen hundred and eighty-eight, be, and the same is hereby, extended and continued until the first day of June, nineteen hundred and eight, with the same rights and powers and with like duties, obligations, and responsibilities as are now by law held and exercised by and imposed upon said corporation.

District of Columbia.
Firemen's Insurance Company.
Charter extended twenty years.
Vol. 6, p. 694.
Vol. 11, p. 492.

Approved, March 3, 1887.

CHAP. 395.—An act authorizing the construction of a bridge over the Tennessee River at or near the foot of the Mussel Shoals Canal, and for other purposes.

Mar. 3, 1887.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Tennessee Bridge Company of Alabama, a corporation composed of the following-named persons: M. A. Spurr, A. W. Wills, John Woodard, E. W. Cole, E. B. Stahlman, W. J. Wood, Lee Howell, Charles G. Smith, W. M. Daniels, W. B. Wood, W. C. Sherrod, W. P. Campbell, W. E. Blair, and R. L. Bliss, duly and legally incorporated under the laws of the State of Alabama, its successors or assigns, to construct and maintain a bridge over the Tennessee River at or near the foot of the Mussel Shoals Canal. Said bridge shall be constructed to provide for the passage of railway trains, and, at the option of the persons by whom it 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, for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

Tennessee Bridge Company authorized to bridge Tennessee River at Mussel Shoals.

Railway, wagon, and foot bridge.

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, upon which also 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 passengers or freight passing over said bridge, 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 in the United States.

To be a lawful structure and post-route.

SEC. 3. That the said bridge shall be constructed as a draw-bridge; the draw or pivot-pier shall be at such a point in the channel of the river as the Secretary of War may direct, and the opening or passage-way of said draw-pier shall be so protected and arranged that water-

Draw.

craft can be worked through it at any and all times; and the draw-span shall be of such width and such height above the water as the Secretary of War may prescribe, and the piers of said bridge shall be parallel with and the bridge itself at right angles to the current of the river: *Provided also*, That said draw 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 till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe. No bridge shall be erected or maintained under the authority of this act which shall at any time substantially or materially obstruct the free navigation of said river; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of the owner or owners of said bridge; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river caused or alleged to be caused by said bridge, the cause may be brought in the district court of the United States of the State of Alabama in which any portion of said obstruction or bridge may be located: *Provided further*, That nothing in this act shall be so construed as to repeal or modify any of the provisions of law now existing in reference to the protection of the navigation of rivers, or to exempt this bridge from the operation of the same.

Proviso.
Opening draw.

Lights.

Not to obstruct
navigation.

Litigation.

Other companies
may use.

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.

Secretary of War
to decide terms.

Secretary of War
to approve plans,
etc.

SEC. 5. 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 corporation shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge, and a map of the location, giving for the space of one mile above and one mile below the proposed location, topography of the banks of the river, the 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; and until the said plan and location of the bridge are approved by the Secretary of War the bridge shall not be built; 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.

Right to amend,
etc., reserved.

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

Approved, March 3, 1887.

Mar. 3, 1887.

CHAP. 396.—An act for the retirement and recoinage of the trade-dollar.

Trade-dollars to
be exchangeable
for silver dollars or
coins.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That for a period of six months after the passage of this act, United States trade-dollars, if not defaced, mutilated, or stamped, shall be received at the office of the Treasurer,