

such change shall be subject to the approval of the Secretary of War; and the said bridge shall be constructed with such aids to the passage of said bridge, in the form of booms, dikes, piers, or other suitable and proper structures for confining the flow of water to a permanent and easily navigated channel, for a distance of not less than one mile above the bridge location, and for the guiding of rafts, steam-boats, and other water-craft safely through the draw and raft spans, as the Secretary of War shall from time to time prescribe and order to be constructed and maintained at the expense of the company owning said bridge; and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and for the safety of vessels passing at night there shall be displayed on said bridge, from the hours of sunset to sunrise, such lights as may be prescribed by the Light House Board; and the said structure shall be changed or removed at the cost and expense of the owners thereof from time to time as Congress or the Secretary of War may direct, so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridge shall be subject to revocation and modification by law, when the public good shall, in the judgment of Congress or the Secretary of War so require, without any expense or charge to the United States.

Aids to navigation.

Lights.

Changes.

SEC. 6. That if actual construction of the bridge herein authorized shall not be commenced within two years from the passage of this act, and be completed in four years from the same date, the rights and privileges hereby granted shall cease and be determined.

Commencement and completion.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Amendment, etc.

Approved, March 2, 1889.

CHAP. 408.—An act to amend an act entitled “An act to authorize the construction of a bridge over the Missouri River at the most accessible point between the mouth of the Femme Osage Creek and a point two miles above the city of Saint Charles, in the County of Saint Charles, in the State of Missouri.”

March 2, 1889.

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 construction of a bridge over the Missouri River at the most accessible point between the mouth of the Femme Osage Creek and a point two miles above the city of Saint Charles, in the county of Saint Charles, in the State of Missouri,” approved May seventeenth, eighteen hundred and eighty six, be, and the same is hereby, amended as follows, namely:

Bridge over Missouri River at Saint Charles, Mo.

Location and corporation changed. Vol. 24, p. 60.

Strike out the first section of said act and insert in lieu thereof the following:

“That the Cleveland, Saint Louis and Kansas City Railway Company, a corporation organized under the laws of the State of Missouri (and being the successor and assignee of the Saint Louis and Kansas City Short-Line Railway Company), and its assigns and successors, is hereby authorized to construct and maintain a bridge across the Missouri River at such point as may be hereafter selected by said corporation between the city of Saint Charles and the mouth of the Missouri River, in the county of Saint Charles, in the State of Missouri, as shall best promote the public convenience and welfare and the necessities of business and commerce, and also to construct accessory works to secure the best practicable channel-way for navigation and confine the flow of the water to a permanent channel at such point, and to lay on and over said bridge one or more railroad tracks for the more perfect connection of any railroads that are or shall be constructed to said river at or opposite said point.”

Cleveland, Saint Louis and Kansas City Railway Company may bridge Missouri River near Saint Charles, Mo.

Railway bridge.

Strike out section three of said act and insert in lieu thereof the following:

Construction.
Spans.

Provisos.
Draw.

Opening draw.
Lights, etc.

Unobstructed navi-
gation.

Litigation.

Existing laws.

“SEC. 3. That if said bridge shall be made with unbroken and continuous spans, the spans thereof shall not be less than three hundred feet in length in the clear, and the main span shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least fifty feet above high-water mark, as understood at the point of location, and the bridge shall be at right angles to and its piers parallel with the current of the river: *Provided*, That if the same shall be constructed as a draw-bridge, the draw or pivot shall be over the main channel of the river at an accessible point, and the spans shall not be less than one hundred and sixty feet in length in the clear, and the piers of said bridge shall be parallel with and the bridge itself at right angles to the current of the river, and the spans shall not be less than ten feet above extreme high-water mark, as understood at the point of location to the lowest part of the superstructure of said bridge: *Provided, also*, That said draw shall be opened promptly upon reasonable signal for the passage 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. 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 case may be brought in the district court of the United States of the State of Missouri, 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 the river, or to exempt this bridge from the operation of the same.

Approved, March 2, 1889.

March 2, 1889.

CHAP. 409.—An act to authorize the construction of bridges over Green and Barren Rivers, in the State of Kentucky, by the Henderson State Line Railroad Company.

Henderson State
Line Railroad Com-
pany may bridge
Green and Barren Riv-
ers, Ky.

Railway, wagon, and
foot bridges.

Lawful structures
and post-routes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Henderson State Line Railroad Company, organized under an act of the general assembly of the Commonwealth of Kentucky, be, and is hereby, authorized to construct and maintain one or more bridges, and approaches thereto, over Green River and Barren River, in the State of Kentucky, at such points as said company may deem suitable for the passage of its said road over said rivers. Said bridges shall be constructed to provide for the passage of railway trains, and, at the option of the corporation by which they 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.

SEC. 2. That any bridges built under this act and subject to its limitations shall be lawful structures and shall be recognized and known as post-routes, and they shall enjoy the same rights and privileges as other post-roads in the United States. Equal privileges in the use of said bridge shall be granted to all telegraph and telephone