

July 12, 1886.

**CHAP. 765.**—Authorizing the Secretary of the Interior to transfer the United States barracks at Baton Rouge, Louisiana, to the Louisiana State University and Agricultural and Mechanical College, at said place, for educational purposes, and granting to the city of Marquette, Michigan, certain lands for park purposes.

Preamble.

Whereas, the United States barracks at Baton Rouge, Louisiana, are not occupied by the Government or needed at the present time for any governmental purpose whatever; and

Whereas, the said barracks and grounds are especially adapted for educational purposes: Therefore,

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Interior be, and he is hereby, authorized and directed to transfer to the Louisiana State University and Agricultural and Mechanical College, at Baton Rouge, the possession of the buildings and grounds of the United States barracks at Baton Rouge, for the purposes of the said university and college, except that portion of said grounds that lies westward of a line one hundred feet east of the center of the railroad track of the Louisville, New Orleans, and Texas Railway Company, and said excepted lands may be used and occupied by said railroad company; but should said railroad company cease to use and occupy said lands, then the possession shall revert to the United States: *Provided however,* That the board of managers of the said university and college shall keep the buildings in good repair and insured for the use of the United States: *And provided, further,* That whenever the said buildings and grounds cease to be used for educational purposes by the said university and college or when required by the Secretary of War for the use of the United States the possession of the same shall revert to the Government of the United States.

United States barracks, Baton Rouge, La., transferred to Louisiana State University and Agricultural and Mechanical College; exception.

Provisos.

Repairs and insurance.

To revert to United States if not used for educational purposes.

Marquette, Mich. Public lands adjoining light-house granted to, for a public park.

Provisos.

Reversion.

Amendment.

**SEC. 2.** That fractional section one and lot numbered four, section two, township forty-eight north, range twenty-five west, in the district of lands subject to sale at Marquette, Michigan, except a tract two hundred and twenty feet by one hundred and ninety feet, containing one acre, on the extreme north end of said tract, being a light-house reservation, be, and the same are granted to the city of Marquette, Michigan, to be held in trust for the purpose of a public park, reserving the right of way on the above-granted land to the above-expected tract: *Provided,* That if the above-granted land shall cease to be used for park purposes the same shall revert to the United States: *Provided further,* That Congress reserves the right at any time to alter or amend this act.

Approved, July 12, 1886.

July 19, 1886.

**CHAP. 775.**—An act to authorize the construction of a railroad, wagon, and foot-passenger bridge across the Mississippi River at or near Dubuque, in the State of Iowa.

Chicago, Burlington and Northern Railroad Company authorized to bridge the Mississippi River. Railroad, wagon, and foot bridge.

Free navigation not to be impaired. Litigation.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Chicago, Burlington and Northern Railroad Company, its successors and assigns, be, and they are hereby, authorized to construct and maintain a railroad, wagon, and foot-passenger bridge across the Mississippi River at a suitable point in the vicinity of the city of Dubuque, in the State of Iowa, and to lay on or over said bridge a railroad track or tracks for the more perfect connection of any railroad or railroads that are or shall be constructed to said river, on either or both sides thereof, at or opposite said point, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the cause may be tried before the circuit court of the United States in and for any district in which any portion of said bridge or obstruction

touches. Said bridge shall be constructed to provide for the passage of railroad trains, and 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 from time to time by the Secretary of War: *Provided*, That the proviso regarding wagons, animals, foot-passengers, and so forth, shall not influence the location of said bridge in its relation to the interests of navigation.

SEC. 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a draw-bridge or with unbroken and continuous spans: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall give clear head-room of not less in any case than fifty-five and one-half feet above extreme high-water mark, as understood at the point of location, nor shall the spans of said bridge give a clear width of water-way of less than two hundred and fifty feet, and the piers of said bridge shall be parallel with the current of said river, and the main span shall be over the main channel of the river and give a clear width of water-way of not less than three hundred feet: *And provided further*, That if any bridge built under the provisions of this act shall be constructed as a draw-bridge, the same shall be constructed as a pivot draw-bridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans giving a clear width of waterway of not less than one hundred and sixty feet on each side of the central or pivot pier of the draw, and the next adjoining span or spans to the draw shall give a clear width of water-way of not less than two hundred and fifty feet: *Provided*, That if the pivot-pier of said bridge shall be constructed within less than four hundred and ten feet of the east shore of said river, the span constructed east of said pivot-pier may be less than two hundred and fifty feet, and said spans shall give clear head-room of not less than thirty feet above low-water mark, and not less than ten feet above extreme high-water mark and the piers of said bridge shall be parallel with the current of the river where said bridge shall be erected: *And provided also*, That said draw shall be opened promptly upon reasonable signal for the passage of boats, except when trains are passing over the draw; but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains. In the event that the bridge herein provided for, or any part thereof, shall be constructed within seven hundred and fifty feet south of the present bridge between Dubuque and East Dubuque, any expenditures that may hereafter be made by the owners of the bridge now constructed for the purpose of guarding against casualties by floods or ice, and made either north of the present bridge or around the piers of the same, shall be borne in equal parts by the two companies, respectively, and paid for as the work progresses; and any expenditures which have been made or that may be hereafter made for the purpose of complying with existing laws or laws hereafter enacted for the protection of navigation, by means of sheerbooms or otherwise, shall be borne equally by the two companies aforesaid: *Provided*, That in the location of the piers of said bridge, if made within seven hundred and fifty feet, due regard shall be had to the existing structure, and said piers shall be so constructed as not to increase the danger of the same either from floods or ice.

SEC. 3. That any bridge constructed under this act and according to its limitations shall be a lawful structure, and shall be known as a post-route, and the same is hereby declared to be 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 for passengers or freight passing over said bridge, than the rate per mile paid for their transportation over the railroads and public highways leading to said bridge; and the United States shall have the right of way for postal-telegraph purposes across said bridge.

SEC. 4. That all railway companies desiring to use said bridge shall have and be entitled to equal rights and privileges in the passage of

Tolls.  
*Proviso.*  
 Location.  
 Construction.  
*Provisos.*  
 Spans.  
 Draw.  
 Location of pivot-pier.  
 Opening draw.  
 Protection against damage by floods or ice.  
 To be a lawful structure and post-route.  
 Postal telegraph.  
 Other companies to have right of way.

Secretary of War  
to prescribe terms.

Plans, etc., to be  
approved by Sec-  
retary of War.

Lights.

Right to amend,  
etc., reserved.

the same, and in the use of the machinery and fixtures thereof, and of all the 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.

SEC. 5. That the structure herein authorized shall be built and located 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 drawing of the bridge, and a map of the location, giving, for the space of one mile above and one mile below the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction and strength of the current 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 shall be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are decided by the Secretary of War to be such as will not materially affect the interests of navigation the bridge shall not be commenced or 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; 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 Secretary of War; and the said structure shall be changed or removed at the cost and expense of the owners thereof, from time to time as Congress 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, so require, without any expense or charge to the United States.

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

Approved, July 19, 1886.

July 19, 1886.

CHAP. 776.—An act for the relief of Thomas Sampson.

Preamble.  
Vol. 18, p. 125.

Whereas, by act of Congress approved June twentieth, eighteen-hundred and seventy-four, it was enacted that the Secretary of the Treasury prepare medals of honor, to be distinguished as life-saving medals, to be bestowed upon any persons who should thereafter imperil their own lives to save the lives of others from the sea; and

Whereas Thomas Sampson had theretofore, at various times, greatly distinguished himself in rescuing human beings from death in the manner prescribed by said act: Therefore,

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Secretary of the Treasury be, and he hereby is, directed to cause to be prepared a medal of honor, with suitable devices, to be bestowed upon Thomas Sampson, of the city of New York, according to the provisions contained in section seven of the act entitled "An act to provide for the establishment of life-saving stations and houses of refuge upon the sea and lake coasts of the United States, and to promote the efficiency of the Life Saving Service."

Thomas Samp-  
son.  
Life-saving med-  
al bestowed upon.  
Vol. 18, p. 127.

SEC. 2. That the said Thomas Sampson be, and he hereby is, entitled to receive all the benefits of said section in said act contained, just as though he had rendered the services subsequent to the approval of said act.

SEC. 3. That this act shall take effect immediately.

Approved, July 19, 1886.