

May 14, 1888.

CHAP. 243.—An act to amend an act to authorize the construction of a bridge across the Eastern Branch of the Potomac River at the foot of Pennsylvania avenue east.

Eastern Branch
bridge, Washington.
Alteration author-
ized.

Vol. 24, p. 412.

Appropriation.

Provisos.
Railroad company
to share expense.

One-half to be paid
from District of Co-
lumbia funds.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of War be, and he is hereby, authorized in his discretion to make such alterations in the plan of the bridge across the Eastern Branch of the Potomac River at the foot of Pennsylvania avenue east as will best accommodate the traffic over and under said bridge, and for said purpose the sum of sixty thousand dollars, or so much thereof as may be necessary, to be immediately available, be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated: *Provided,* That the Baltimore and Potomac Railroad Company pay their fair and just proportion of the cost of said alteration at the west end of said bridge, to be determined by the Secretary of War: *Provided further,* That one half of the sum hereby appropriated shall be paid out of the revenues of the District of Columbia.

Approved, May 14, 1888.

May 14, 1888.

CHAP. 244.—An act for the establishment of a light-house, fog-signal, and day beacon in the vicinity of Goose Rocks, Fox Island Thoroughfare, Maine.

Goose Rocks, Maine,
Light-house, fog-
signal, and day beacon
established.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there be established at or near Goose Rocks, at the entrance to Fox Island Thoroughfare, on the coast of Maine, a light-house and fog-signal, and that there be established at or near Channel Rock, in the vicinity of Goose Rocks, a day beacon, the cost of which shall not exceed the sum of thirty-five thousand dollars, including the cost of the sites.

Approved, May 14, 1888.

May 14, 1888.

CHAP. 245.—An act to authorize the Batesville and Brinkley Railroad to build a bridge across the Black River in Arkansas.

Batesville and Brink-
ley Railroad Company
may bridge Black Riv-
er, Ark.

Proviso.

To be a lawful struct-
ure and post-route.

Secretary of War to
approve plans, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Batesville and Brinkley Railroad Company, a corporation created and existing under the laws of Arkansas, be, and is hereby, authorized to erect and maintain a bridge across the Black River, in township twelve north, range three west, or at such point near said township as shall be selected by said railroad company for crossing said river with their railroad line, the said bridge to have a draw-span, so as not to interfere with the navigation of said river: *Provided,* That any bridge, constructed under this act and according to its limitations, 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 also no higher charge shall be made for the transmission over the same of the mails, the troops, and munitions of war of the United States, or for through passengers or freight passing over said bridge, than the rate per mile paid for their transportation over the railroads leading to the said bridge, and equal privileges in the use of said bridge shall be granted to all telegraph companies; and the United States shall have the right of way across said bridge and its approaches for postal-telegraph purposes.

SEC. 2. That the plan and location of said bridge, with a detailed map of the river at the proposed site of the bridge and near thereto, exhibiting the depths and currents, shall be submitted to the Secretary of War for his approval, and until he approves the plans and location of said bridge it shall not be built; but upon the approval of said plan by the Secretary of War the said company or corporation

may proceed to the erection of said bridge in conformity with said approved plan, and should any change be made in the plan of said bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War. And there shall be displayed on said bridge from sunset to sunrise such lights or other signals as may be prescribed by the Light-House Board.

Lights.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this act at any time; and that if at any time navigation of said river shall in any manner be obstructed or impaired by the said bridge, the Secretary of War shall have authority, and it shall be his duty, to require the said railroad 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 reasonable notice to said railroad company to make such changes or improvements the said company fails to do so, the Secretary of War shall have authority to make the same at the expense of said company, 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 said river.

Amendments.

Changes.

SEC. 4. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within one year, and completed within three years from the date thereof.

Commencement and completion.

Approved, May 14, 1888.

CHAP. 246.—An act to authorize the construction of the Ohio Connecting Railway Company Bridge.

May 14, 1888.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Ohio Connecting Railway Company be, and the same is hereby, authorized to construct, maintain, and operate a bridge over the Ohio River from the south shore to the north shore thereof, at a point about one-half mile south of the mouth of Cork's Run in Allegheny County, Pennsylvania. Said bridge is hereby declared to be a lawful structure, and the same may be used for railroad and highway purposes. Said bridge to be constructed as follows: The main-channel span of said bridge shall be a continuous through span of five hundred and seven feet clear of masonry. The back-channel span shall be one through span of four hundred feet clear of masonry; said space in each case to be measured on the low-water line. The remaining spans of said bridge shall be deck-spans. Said main-channel span and said back-channel shall be at a height of not less than eighty feet above low-water mark at Market street in Pittsburgh and not less than eighty-two and one-half feet above local low-water mark at the bridge site, measured to the bottom chord of the bridge.

Ohio Connecting Railway Company may bridge Ohio River.

To be a lawful structure.

Construction.

SEC. 2. The location of the piers of said bridge with reference to the current of the river shall be according to such plans and specifications as may be approved by the War Department: *Provided*, That no advertisement as required by the general law be again made, unless thought advisable and necessary by the Secretary of War, advertisement having already been made.

Location of piers.

SEC. 3. That equal privileges in the use of said bridge shall be granted to all telegraph and telephone companies.

Telegraph, etc., privileges.

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 or cars 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 upon conditions to which each shall conform in using said bridge,

Other companies may use.