

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, the 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; and if said bridge is not commenced within two years and completed within four years from the passage of this act, the rights and privileges hereby granted shall be null and void.

Commencement and completion.

SEC. 6. That the right to alter, amend, or repeal this act is hereby expressly reserved, and the right to require any changes in said structure or its entire removal, at the expense of the owners thereof, whenever the Secretary of War shall decide that the public interest requires it, is also expressly reserved.

Amendment.

Approved, July 9, 1888.

**CHAP. 593.**—An act providing for an international marine conference to secure greater safety for life and property at sea.

July 9, 1888.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the President of the United States be, and he hereby is, authorized and requested to invite the Government of each maritime nation to send delegates to a marine conference that shall assemble at such time and place as he may designate, and to appoint seven delegates, two of whom shall be an officers of the United States Navy and one an official of the Life-Saving Service, two masters from the merchant marine (one from the sailing marine and one from the steam marine), and two citizens familiar with shipping and admiralty practice to represent the United States at said marine conference, and to fill vacancies in their number.

International conference to secure safety of life and property at sea.  
Delegates.

SEC. 2. It shall be the object of said marine conference to revise and amend the rules, regulations, and practice concerning vessels at sea, and navigation generally and the "International Code of Flag and Night Signals;" to adopt a uniform system of marine signals, or other means of plainly indicating the direction in which vessels are moving in fog, mist, falling snow, and thick weather, and at night; to compare and discuss the various systems employed for the saving of life and property from shipwreck, for reporting, marking, and removing dangerous wrecks or obstructions to navigation, for designating vessels, for conveying to mariners and persons interested in shipping, warnings of approaching storms, of dangers to navigation, of changes in lights, buoys, and other day and night marks, and other important information; and to formulate and submit for ratification to the Governments of all maritime nations proper international regulations for the prevention of collisions and other avoidable marine disasters.

Scope of the conference.

SEC. 3. That the sum of twenty thousand dollars, or so much thereof as shall be necessary, is hereby appropriated, out of any money in the Treasury of the United States not otherwise appropriated, for the necessary expenses of said marine conference, including the pay and allowances of the representatives of the United States therein, which shall be at the rate of five thousand dollars per annum, and actual

Appropriation.

necessary expenses, for such delegates as are not salaried officers of the United States, and the latter shall be allowed their actual necessary expenses. The Secretary of the Navy is hereby authorized to provide the conference with such facilities as may be deemed necessary. The powers and authority conferred by this act upon the persons appointed by the President by force thereof, shall terminate on the first day of January, anno Domini, eighteen hundred and ninety, or sooner at the discretion of the President.

Termination.

Report of expenses.

SEC. 4. That it shall be the duty of the Secretary of State to transmit to Congress a detailed statement of the expenditures which may have been incurred under the provisions of this act.

Approved, July 9, 1888.

July 9, 1888.

**CHAP. 594.**—An act authorizing the construction of railroad bridges across the Snake River and across the Clear Water River, by the Oregon Railway and Navigation Company.

Oregon Railway and Navigation Company may bridge Snake River, Wash., and Clear Water River, Idaho.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the assent of Congress is hereby given to the Oregon Railway and Navigation Company, a corporation incorporated and organized under the laws of the State of Oregon, and to its successors and assigns, to construct and maintain a bridge, and approaches thereto, across the Snake River, in the Territory of Washington, near Texas Ferry on said river; and also a bridge, and approaches thereto, across the Clear Water River, in the Territory of Idaho, between its mouth and the boundary-line of the Nez Percé Indian Reservation. Said bridges shall be so constructed as to provide for the passage of railway trains, and, at the option of the said corporations, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot-passengers, for reasonable rates of tolls to be fixed by said company.

Railway, wagon, and foot bridges.

Draw.

SEC. 2. That any bridge built under this act shall be constructed as a pivot draw-bridge, with a draw over the main channel at an accessible and the best navigable point, and with spans giving a clear waterway, measured at the lowest stage of water known at the locality, of such width and height as the Secretary of War may, upon examination, prescribe; and the lowest part of the superstructure of the bridge shall be of such elevation above the plane of the highest flood known at the locality as the Secretary of War may deem advisable, and provision shall also be made in the location and construction of abutments and approaches to allow the free passage of flood water; and the piers of said bridges shall be parallel to and the bridges shall be at right angles to the current of the river: *Provided,* That the draw shall be opened promptly upon reasonable signal for the passage of boats and other water-craft, except when trains are passing over the draw; but in no case shall unnecessary delay occur in opening the draw during or after the passage of trains; and said corporation shall maintain, at its own expense, from sunset to sunrise, such lights and other signals on said bridges as the Light-House Board shall prescribe; and said corporation shall provide, at its own expense, such sheer-booms, guide-piers, and other device as may be necessary to facilitate the safe passage of boats or other water-craft through the spans of said bridges. The said bridges shall be located and built under and subject to such regulations for the security of the navigation of said rivers as the Secretary of War shall prescribe; and to secure that object the said company shall submit to the Secretary of War, for his examination and approval, a design and drawings of each of said bridges and a map of the location, giving, for the space of one mile below and one mile above the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction and strength

Proviso.  
Opening draw.

Lights.

Secretary of War to approve plans, etc.