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 pro-
vide 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.

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

Approved, 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 Naviga-
tion Company.

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 pas-
sage 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.

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 accessi-
ble and the best navigable point, and with spans giving a clear water-
way, 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 sig-
als 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
of the current at all stages, and the soundings, accurately showing the
bed and channel of the stream, and shall furnish such other information
as shall be required for a full and satisfactory understanding of
the subject; and until the said location and plans of the bridges
hereby authorized to be constructed are approved by the Secretary
of War, the said bridges shall not be built; and should any change
be made in the plan of either of such bridges during the progress of
construction thereof, such change shall be subject to the approval of
the Secretary of War; and in case of any litigation arising from the
obstruction or alleged obstruction caused by said bridges, or either
of them, to the free navigation of said river, the cause may be tried
before the circuit court of the United States in whose jurisdiction
any portion of the bridge is located.

Sec. 3. That the bridges authorized to be constructed under this
act shall be lawful structures, 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, troops, and the munitions of
war of the United States, or for through railway passengers or freight
passing over said bridges, than the rate per mile for their transmission
over the railroads leading to said bridges; and equal privileges in
the use of said bridges shall be granted to all telegraph companies;
and the United States shall have the right of way across said bridges
and their approaches for postal-telegraph purposes.

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 ap-
proaches 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 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 mat-
ters at issue between them shall be decided by the Secretary of War
upon a hearing of the allegations and proofs of the parties.

Sec. 5. That the right to alter, amend, or repeal this act, so as to
prevent or remove all material and substantial obstructions to the
navigation of said rivers by the construction of the said bridges, is
hereby expressly reserved; and any alterations or changes that may
be required by Congress in the bridges constructed under this act
shall be made by the corporation owning or controlling the same at
its own expense; and if either of said bridges shall not be commenced
in one year and be finished within three years from the passage of
this act, the rights and privileges hereby granted as to such bridge
shall be null and void.

Approved, July 9, 1888.

CHAP. 595.—An act to incorporate the Reform School for Girls of the District
of Columbia.

Be it enacted by the Senate and House of Representatives of the
United States of America in Congress assembled, That Samuel S.
Shellabarger, Augustus S. Worthington, Adoniram J. Huntington,
William C. Dodge, Mills Dean, Owen G. Staples, James E. Fitch,
Thomas P. Morgan, and Alexander Graham Bell, and their succes-
sors, be, and they are hereby, created a body corporate to be known
as the Board of Trustees of the Girl's Reform School of the District
of Columbia.

Sec. 2. That said corporation is hereby authorized and empowered
to establish and maintain a reform school for girls at any place within
the District of Columbia, subject to the approval of the Commissioners
thereof, and for that purpose may take and receive by gift, grant,
or devise, such real estate and personal property as may be necessary