

opinion of the Secretary of War will best serve the interests of navigation, and the piers of said bridge shall be parallel, as near as may be, with the current of said river: *And provided, also*, That if any bridge or bridges, built under this act, shall be constructed as a draw-bridge, the same shall be constructed as a pivot draw-bridge, with a draw or draws over the main channel or channels of the river at accessible and the best navigable point or points, and with spans giving for each draw required a clear width of water-way of not less than one hundred and sixty feet on each side of the central or pivot pier; and all spans shall give not less than ten feet clear head room above high-water mark, as determined by the Secretary of War, and the piers of said bridge or bridges shall be parallel, as near as may be, with the current of the river where said bridge or bridges may be erected: *And provided, also*, That said draw or draws shall be opened promptly upon reasonable signal for the passage of boats, vessels, or other water-craft: *Provided, however*, That no bridge or bridges shall be built under the provisions of this act except upon the condition that there also be built at the time of erection of the piers, or whenever the same be necessary, proper sheer-booms or other proper structures to safely guide boats, vessels, rafts, and other water-crafts through said spans and at the expense of the city of Saint Paul, or of the persons or corporation constructing, owning, or operating said bridge.”

Amendment, etc. SEC. 2. That the right to alter, amend, or repeal this act, whenever in the opinion of Congress the public interests shall so require, is hereby expressly reserved.

Approved, August 29, 1890.

August 29, 1890.

CHAP. 816.—An act to authorize the construction of a bridge across the Mississippi River at some accessible point between the mouth of the Illinois and the mouth of the Missouri Rivers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Clair, Madison and Saint Louis Belt Railroad Company, a corporation organized under the laws of the State of Illinois, its successors, is hereby authorized to construct and maintain a bridge across the Mississippi River at such point as may be hereafter selected by said corporation, between the mouth of the Illinois River and the mouth of the Missouri River, as shall best promote the public convenience and welfare and the necessities of business and commerce. That said bridge shall be constructed to provide for the passage of railroad trains, and, at the option of the corporation by which it may be built, for the transit of foot passengers, animals, wagons, and vehicles of all kinds, for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

SEC. 2. That such bridge shall be constructed and built without interference with the security and convenience of navigation of such river beyond what is necessary to carry into effect the rights and privileges hereby granted; and in order to secure that object the said 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 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 approved by the Secretary of War the bridge shall not be commenced or built: *Provided*, That if the said bridge shall be made with unbroken and continuous spans it shall have one channel span of not less than

St. Clair, Madison and St. Louis Belt Railroad Company may bridge Mississippi river between mouths of Illinois and Missouri Rivers, Illinois.

Railway, wagon, and foot bridge.

Tolls.

Security of navigation.

Secretary of War to approve plans, etc.

Provisos.

Continuous spans.

three hundred and fifty feet in length and of an elevation not less than fifty-five feet above high-water mark as understood at the point of location to the lowest part of the superstructure, and the clear head-room of other than channel spans may be less than fifty-five feet: *And provided, also,* That if said bridge shall be made with unbroken and continuous spans there shall, during the season of navigation, be posted in a conspicuous place on or near the bridge, the clear head-room under the channel span on that day, the figures expressing this height, to be readily visible to the naked eye from any point in the channel of the river for a stretch of four thousand feet, of which three thousand shall be above and one thousand shall be below the channel span of said bridge, and the piers of said bridge shall be parallel with the current of the river: *And provided, also,* That if any bridge built under this act shall be constructed as a draw-bridge the same shall be constructed as a pivot draw-bridge, with a draw at a point accessible and convenient for navigation, and with spans of not less than two hundred feet in length in the clear on each side of the central or pivot pier of the draw, and the next adjoining span or spans shall not be less than three hundred and fifty feet in length, and the head-room under such spans shall not be less than ten feet above high water: *And provided, also,* That if any bridge built under this act shall be constructed as a draw-bridge the same shall be provided with such protection piers and guide piers as the Secretary of War shall require, and there shall be displayed at a point plainly visible to boats passing through the draw a record showing the stage of water and whether the river is rising or falling: *Provided also,* That said draw shall be opened promptly upon reasonable signal for the passage of boats, and said 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: *Provided, also,* That all railroad companies desiring the use of such bridge shall have and be entitled to equal rights and privileges relative to the passage of railroad trains 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 the rules and conditions to which each shall conform in using said bridge, all matters at issue between them shall be decided by the Secretary of War upon a hearing of the allegations and proofs of the parties.

SEC. 3. That the Secretary of War is hereby authorized and directed upon receiving such plan and map and other information, and upon being satisfied that a bridge built upon such plan and with such accessory works and at such locality will conform to the prescribed conditions of this act, to notify the company that he approves the same; and upon receiving such notification the said company may proceed to the erection of said bridge, conforming strictly to the approved plan and location; and should any change be made in the plan of the bridge or said accessory works during the progress of the work thereon such change shall be subject likewise to the approval of the Secretary of War; 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 circuit court of the United States for the district in whose jurisdiction any portion of said obstruction or bridge may be located.

SEC. 4. That the said bridge, when built and constructed under this act and according to the terms and limitations thereof, shall be a lawful structure; and said bridge 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, the troops, and the munitions of war of the United States than the rate per mile paid for

Length and elevation.
Channel span.
Other spans.
Daily notification of head-room.
Piers.
Draw-bridge.
Pivot draw.
Spans at pivot pier.
Adjoining spans.
Head-room.
Protection, etc., piers.
Water record.
Opening of draw. Lights, etc.
Use by other companies.
Compensation, etc.
Secretary of War to decide.
Secretary of War to approve plans, etc.
Construction.
Structural changes.
Litigation.
Obstructed navigation.
Lawful structure and post-route.

the transportation over the railroads or public highways leading to said bridge; and said bridge shall enjoy the rights and privileges of other post-routes in the United States.

Postal-telegraph.

SEC. 5. That the United States shall have the right of way for such postal and telegraph lines across said bridge as the Government may construct or control, and all telegraph and telephone companies shall have equal rights and privileges in constructing and maintaining their lines over said bridge.

Use by other telegraph, etc., companies.

Amendment, etc.

SEC. 6. That Congress shall have power at any time to alter, amend, or repeal this act whenever in its judgment the public interests so require; and all alterations of said bridge, or its entire removal, shall be made at the expense of the owners of or persons controlling such bridge: *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 rivers, or to exempt this bridge from the operation of the same.

Alterations, etc.

Proviso.

Protected navigation.

SEC. 7. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within four years from the date thereof.

Commencement and completion.

Approved, August 29, 1890.

August 29, 1890.

CHAP. 817.—An act to authorize the construction of a bridge across the Columbia River by the Oregon Railway Extensions Company.

Oregon Railway Extensions Company may bridge Columbia River near Vancouver, Wash.
Limitations, etc.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Oregon Railway Extensions Company, a corporation existing under the laws of the State of Oregon, its successors, and assigns, be, and is hereby, authorized to construct and maintain, if in the opinion of the Secretary of War the same be a public necessity, a bridge across the Columbia River at a place suitable to commerce and not interfering with navigation, at a point at or near Vancouver, in the State of Washington, and to lay on or over said bridge a 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, and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, by reason of the construction of said bridge, the cause may be tried before the circuit court of the United States in and for any district in whose jurisdiction any portion of said obstruction or bridge may be. Said bridge shall be constructed to provide for the passage of railroad trains, and, at the option of the said company or corporation, its successors and assigns, for the safe and convenient passage of wagons and vehicles of all kinds, animals and foot-passengers, for such reasonable rates of toll as may be fixed from time to time by the Secretary of War.

Free navigation.

Litigation.

Railway, or railway, wagon, and foot bridge.

Toll.

Draw-openings.

Channel-way.

Fixed channel-spans.

Channel-way.

Head-room.

Provisos.

Location of spans, and one draw-opening.

Reduced length of spans and number of draws.

SEC. 2. That said bridge shall be provided with two or more draw-openings, each having not less than two hundred feet clear channel-way, and in addition to said draw-openings one or more fixed channel-spans, each having not less than three hundred and fifty feet clear channel-way; and every part of the superstructure of said bridge shall give a clear headroom of not less than ten feet above extreme known high-water mark: *Provided*, That all spans shall be so located as to afford the greatest possible accommodation to the river traffic, and a draw-opening shall, if practicable, be located next or near shore: *Provided also*, That if the physical characteristics of the locality so require, and the interests of navigation be not injured thereby, the lengths of the fixed spans or the number of draw-