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held on the fourth Tuesday in November, shall hereafter be held on the first Tuesday of December.

Approved, June 30, 1879.

June 30, 1879.

CHAP. 50.—An act to authorize the construction of a railroad bridge across the Wabash River.

Railway bridge across Wabash River.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Bloomfield Railroad Company, organized under the laws of the State of Indiana, and the Quincy, Payson and Southeastern Railroad Company, a corporation organized under the laws of the State of Illinois, or either of them, is hereby granted the right to construct an iron or wooden bridge, for railroad purposes, or for railroad and highway purposes, and as a public highway, either with a draw or continuous span, as it may determine, across the Wabash River, at any point said corporation may select, at or within six miles of the town of Merom, in Sullivan County, State of Indiana: *Provided*, That the bridge to be constructed under the authority hereby granted shall not interfere with the free navigation of said stream beyond what is necessary in order to carry into full effect the rights and privileges hereby granted, and shall be built at right angles with the current of the stream where said bridge may be erected, and that a span of at least one hundred and seventy feet over the main channel of said stream shall be left between the piers of said structure: *And provided further*, That if said bridge shall be built with a draw of not less than one hundred feet in width, and said draw is kept in repair for the passage of boats at all times, the detention of passing said bridge shall not be construed as interfering with the navigation of the stream: *And it is further provided*, That said bridge shall be, and be considered, a legal structure, and shall be a post-road for the transmission of the United States mails: *And provided further*, That in case said bridge is built with a continuous span, the bridge shall be built at such height as not to interfere with the navigation of said river by steamboats.

Navigation protected.

Draw.

Post-road.

Height.

Supervision of construction, etc.

SEC. 2. That any bridge authorized to be constructed under this act shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said company or companies, corporation or corporations, or either of them, 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 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 the Secretary of War shall determine the proper length of the spans of said bridge, and the height thereof above high-water mark, and as to the plan of the bridge in all respects; and if it shall be found at any time that such bridge unnecessarily or materially obstructs navigation, he shall require the necessary changes to be made therein, in the interest of such navigation, at the expense of said company or companies; and said company or companies shall maintain, at its or their own expense, from sunset until sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Lights and signals.

Approved, June 30, 1879.