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corporation shall submit to the Secretary of War, for his examination and approval, a design and drawing of such 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 current at all stages, and the soundings, accurately showing the bed and channel 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 plans 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 such bridge during the progress of construction thereof, such change shall be subject to the approval of the Secretary of War.

Other companies to have right of way.

SEC. 4. That all railroad companies desiring the use of the bridge constructed under this act, 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 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.

Secretary of War to decide terms.

Right to amend, etc., reserved.

Changes.

SEC. 5. That the right to alter or amend this act so as to prevent or remove all material obstructions to the navigation of said river is hereby expressly reserved; and all changes or alterations so required shall be made at the expense of the parties owning or controlling said bridge.

Approved, July 29, 1886.

CHAP. 807.—An act to authorize the construction of bridges across the Tennessee and Cumberland Rivers by the Ohio Valley Railway Company.

July 29, 1886.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Ohio Valley Railway Company, organized under act of the general assembly of the commonwealth of Kentucky, be, and is hereby, authorized to construct and maintain bridges, and approaches thereto, over the Tennessee River at any point below Aurora, in the State of Kentucky, and the Cumberland River at any point below Canton, on said river. Said bridges shall be constructed to provide for the passage of railway trains, and, at the option of the corporation by which they may be built, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, and for foot-passengers.

Ohio Valley Railway Company authorized to bridge Tennessee and Cumberland Rivers.

Railway, wagon, and foot bridges.

To be lawful structures and post-routes.

SEC. 2. That any bridge built under this act and subject to its limitations shall be a lawful structure, and shall be recognized and known as a post-route, and it shall enjoy the rights and privileges of other post-roads in the United States.

Other companies to have right of way.

SEC. 3. That all railroad companies desiring the use of said bridges shall have and be entitled to equal rights and privileges relative to the passage of railway trains over the same, and over the approaches thereto, upon the payment of a reasonable compensation for such use; and in case the owner or owners of said bridges 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 bridges, 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.

Secretary of War to decide terms.

Secretary of War to approve plans, etc.

SEC. 4. That any bridges 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 rivers 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 bridges, 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 rivers, 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 bridges are approved by the Secretary of War the bridges shall not be built, and should any change be made in the plan of said bridges during the progress of construction, such changes shall be subject to the approval of the Secretary of War.

Right to amend, etc., reserved.

SEC. 5. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Commencement and completion.

SEC. 6. It is hereby provided that the bridges authorized to be constructed by this act shall be commenced within twelve month's and completed within three years from the passage of this act.

Approved, July 29, 1886.

July 29, 1886.

CHAP. 808.—An act to increase the appropriation for the erection of the public building at Reading, Pennsylvania.

Reading, Pa. Public building. Limit of cost increased. Vol. 23, pp. 346, 381.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the amount heretofore fixed as the limit of cost for the erection of a public building by the United States Government at Reading, Pennsylvania, be, and the same is hereby, increased to one hundred and eighty thousand dollars, and that sum is hereby fixed as the limit of cost for the erection of said building.

SEC. 2. That the officers of the United States Government having charge of the erection of public buildings are authorized and required to be governed by the limitation hereby prescribed in making contracts for the erection of said building.

Approved, July 29, 1886.

July 29, 1886.

CHAP. 809.—An act granting to the county of Clatsop, in the State of Oregon, the right to construct a bridge across Young's Bay, a navigable stream in said county and State.

Clatsop County, Oregon, authorized to bridge Young's Bay, under approval of Secretary of War.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the county of Clatsop, in the State of Oregon, is hereby authorized and empowered to construct a bridge across Young's Bay, a navigable stream in said county and State, at such point as said county may select and may be approved by the Secretary of War, with such channel-spans, draws, safe-guards and auxiliary works as shall cause the bridge not unduly to obstruct or injure the navigation of the waters crossed by it; and that said channel-spans and structures shall be as the Secretary of War may prescribe;

Skipanon Creek.

and also to construct, establish, and maintain a bridge across Skipanon Creek, in the county of Clatsop, in the State of Oregon, by permanent embankment or otherwise, as the Secretary of War may approve: *Provided also*, The said draws shall be opened promptly upon reasonable signal for the passage of ships and boats, and in no case shall unnecessary delay occur; and said county shall maintain, at its own expense, from sunset to sunrise, such lights or other signals on said bridges as the Light-House Board shall prescribe.

Proviso. Opening draws. Lights, etc.

To be a lawful structure and post-route.

SEC. 2. That any bridge authorized to be constructed under this act shall be a lawful structure, and shall be recognized as a post-route; and it shall enjoy the rights and privileges of other post-routes in the United