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lights as may be prescribed by the Secretary of War. And the said structure shall be changed or removed, at the cost and expense of the owners thereof, from time to time, as Congress may direct, so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridge shall be subject to revocation and modification by law when the public good shall, in the judgment of Congress, so require, without any expense or charge to the United States.

Right to amend, etc., reserved.

SEC. 6. That the right to alter, amend, or repeal of this act is hereby expressly reserved.

SEC. 7. That this act shall take effect and be in force from and after its passage.

Approved, May 15, 1886.

CHAP. 331.—An act authorizing the construction of bridges across the Illinois River, in the State of Illinois, and the Des Moines River, in the State of Iowa, and for other purposes.

May 15, 1886.

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 New York and Council Bluffs Railway Company, an organization incorporated under the laws of the States of Ohio, Indiana, Illinois, and Iowa, its successors or assigns, to construct bridges over the Illinois River at or near the town of Lacon, in the State of Illinois, and over the Des Moines River, in the State of Iowa, and in such county of said State of Iowa as said railway company may desire or find most practicable in the final location of its road.

New York and Council Bluffs Railway Company authorized to bridge the Illinois River at Lacon, Ill., and Des Moines River, Iowa.

SEC. 2. That said bridges shall be so constructed, either by draw, span, or otherwise, that a free and unobstructed passage may be secured to all vessels and other water-craft navigating said rivers.

May be draw, span, or otherwise, not obstructing navigation.

SEC. 3. 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, 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, or passengers or freight passing over said bridges, than the rate per mile paid for the transportation over the railroads or public highways leading to said bridges; and they shall enjoy the rights and privileges of other post-roads of the United States.

To be lawful structures and post-routes.

SEC 4. That if either of said bridges authorized to be constructed by this act shall be constructed as a draw-bridge, the draw shall be opened promptly upon reasonable signals for the passage of boats; and said company or corporation shall maintain, at its own expense, from sunset until sunrise, such lights or other signals on said bridge or bridges as the Secretary of War shall prescribe. No bridge shall be erected or maintained under the authority of this act which shall at any time substantially or materially obstruct the free navigation of said rivers; and if any bridge erected under such authority shall, in the opinion of the Secretary of War, obstruct such navigation, he is hereby authorized to cause such change or alteration of said bridge to be made as will effectually obviate such obstruction; and all such obstructions shall be removed and alterations made at the expense of the owner or owners of said bridge: *Provided*, 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 any bridge erected under this act from the operations of the same.

Draws, lights, etc.

Proviso.
No repeal or modification of laws protecting navigation.

SEC. 5. That all railroad companies desiring the use of either of said bridges that may be erected under the provisions of 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 the payment of a reasonable compensation therefor; and in case the owner or owners of said bridge or bridges, and the several railroad companies, or any one of them, desiring such use, shall fail to agree

Other companies entitled to use upon terms to be determined by Secretary of War.

upon the sum or sums to be paid, and upon rules and conditions to which each shall conform in using said bridge or bridges, all matters of issue between them shall be decided by the Secretary of War, upon the hearing of the allegations and proofs of the parties.

Plans, etc., to be subject to approval of Secretary of War.

SEC. 6. 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 rivers as the Secretary of War shall prescribe; and to secure that object said company or corporation shall submit to the Secretary of War, a design and drawings of said bridge or bridges to be erected, for his examination and approval, and a map of its location, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject, and in all things shall be subject to such rules and regulations as may be prescribed by the Secretary of War; and until said plan and location of said bridge or bridges are approved by the Secretary of War said bridge or bridges shall not be built; and should any change be made in the plan of any such bridge or bridges authorized to be constructed under this act, during the progress of the work of construction, such change shall be subject to the approval of the Secretary of War.

Right to amend, etc., reserved.

SEC. 7. That the right to alter, amend, or repeal this act is hereby expressly reserved; and the right to require any changes in said structures, or their removal, at the expense of the owners thereof, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

SEC. 8. That this act shall take effect and be in force from and after its passage.

Approved, May 15, 1886.

May 15, 1886.

CHAP. 332.—An act to authorize the Red River Bridge Company of Texas to maintain a bridge across Red River.

Red River Bridge Company, of Texas, authorized to build a railway and wagon bridge across the Red River near Denison, Tex.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Red River Bridge Company of Texas, composed of Frank Colbert, W. B. Munson, J. B. McDougal, J. R. Carr, Samuel Star, J. T. Munson, Edward Perry, and L. L. Maughs, be and is hereby, authorized to construct and maintain a railway and wagon bridge across Red River between the State of Texas and the Chickasaw Nation of the Indian Territory, at any accessible point on said river near Denison, Texas, that may be selected by said company; and said company shall be permitted to charge and take such rates of toll for crossing said bridge as may be reasonable, subject to the approval of the Secretary of War; the said bridge to be of such height as not to interfere with the navigation of said river: *Provided*, That any bridge constructed under this act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post-route, and the same is hereby declared to be 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, or for through passengers or freight passing over said bridge, than the rate per mile paid for their transportation over the railroads leading to the said bridge; and the United States shall have the right of way for a postal telegraph across said bridge: *And provided further*, That before this act shall take effect said company shall submit to the Secretary of War the plans of said bridge, showing the existing structure and any additions or changes that may be contemplated; and that it shall be decided by the said Secretary that the bridge does not and will not obstruct, impair, or injuriously modify the navigation of the said river, due regard being had to the character of the proposed navigation of said stream.

Tolls.

Height.

Provisos.

To be a lawful structure and post-route.

Postal telegraph.

Plans subject to approval of Secretary of War.

Free navigation to be preserved.

SEC. 2. That Congress reserves the right to alter, amend, or repeal this act at any time; and that if at any time navigation of the said river shall in any manner be obstructed or impaired by the said bridge,