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CHAP. 355.—An act authorizing the Treasurer of the United States to credit the District of Columbia with certain moneys in lieu of investing the same in bonds. Mar. 3, 1887.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Treasurer of the United States, as Commissioner of the Sinking-Fund of the District of Columbia, shall not be compelled hereafter to invest money retained from District contracts hereafter entered into; but may, in his discretion retain said funds without interest, or invest the same in any class of United States, or District of Columbia bonds, at the request and at the risk, of the contractor, whenever the sum retained on any contract shall reach the sum of one hundred dollars or more. Any sum less than one hundred dollars shall be retained without interest as above.

District of Columbia.
Retained money on contracts not to be invested; disposition.

Approved, March 3, 1887.

CHAP. 356.—An act authorizing the construction of a bridge across the Missouri River between the cities of Omaha, Nebraska, and Council Bluffs, Iowa, and for other purposes. Mar. 3, 1887.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Omaha and Council Bluffs Railway and Bridge Company, an incorporation organized under the laws of the States of Nebraska and Iowa, its successors or assigns, is hereby authorized to construct and maintain a bridge across the Missouri River at that point between the cities of Omaha, Nebraska, and Council Bluffs, Iowa, and at least one-third of a mile from any other bridge, as shall best promote the public convenience and welfare and the necessities of business and commerce, and also to construct and maintain the accessory works necessary to secure the best practicable channel-way for navigation and to confine the flow of water to a permanent channel at such point. That said bridge, and all property belonging thereto or connected therewith, may be constructed, maintained, and used as a combined railway and wagon bridge, for the safe and convenient passage of wagons, carriages, stock, steam, cable, and street cars, foot-passengers, and all road travel. That said bridge shall not be of less elevation in any case than fifty feet above extreme high-water mark, as understood at the point of location, to the lowest part of the superstructure; and the piers of said bridge shall be parallel with the current of said river, and the bridge itself at right angles thereto, and the main span shall be over the main channel of said river and not less than three hundred feet in length in the clear, and no span over the water-way of said river shall be less than three hundred feet in the clear; and the said company or 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.

Omaha and Council Bluffs Railway and Bridge Company authorized to bridge Missouri River.

Railway, wagon, and foot bridge.

Elevation.

Lights.

SEC. 2. That said bridge shall be constructed and built without material interference with the security and convenience of navigation of said river beyond what is necessary to carry into effect the rights and privileges hereby granted; and in order 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 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 and the location of any other bridge or bridges.

Secretary of War to approve plans, etc.

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 a plan 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

On approval, bridge may be commenced.