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the river, and the bridge shall be at right angles to and its piers parallel with the current of the river: *Provided*, That if the same shall be constructed as a draw-bridge, the draw or pivot span shall be over the main channel at an accessible point, and the span shall be of such width and height above the water as may be prescribed by the Secretary of War: *Provided*, That said draw or pivot spans shall not be less than one hundred and sixty-four feet in the clear on each side of the draw or pivot pier; and the piers of said bridge shall be parallel with and the bridge itself at right angles to the current of the river: *Provided also*, That the said draw shall be opened promptly by said corporation upon reasonable signal for the passage of boats; that sheer-booms shall be constructed by said corporation; and that 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. 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 river; 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 such bridge to be made as will effectually obviate such obstruction; and all such alterations shall be made and all such obstructions be removed at the expense of said corporation; 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 in whose jurisdiction any portion of said obstruction or bridge may be located: *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 the bridge herein authorized to be constructed from the operations of the same.

Draw.

Dimensions.

Protections to navigation.

Lights.

Free navigation not to be obstructed.

Litigation.

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

SEC. 4. That any bridge authorized to be constructed under the provisions of 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 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 a 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 should any change be made in the plan of said bridge during the progress of construction, such change 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, and the right to require any changes in said structure, or its entire removal, at the expense of the owners thereof, whenever Congress shall decide that the public interest requires it, is also expressly reserved.

Approved, May 17, 1886.

May 17, 1886.

CHAP. 346.—An act for the addition of a third story to the public building in Dallas, Texas.

Dallas, Tex. Additional story to public building. Vol. 22, p. 154.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Treasury be, and hereby is, authorized and directed to add a third story to the public building in the city of Dallas, Texas.

SEC. 2. That for the purpose named in the preceding section there be, and hereby is, appropriated the sum of twenty-five thousand dollars, out of any moneys in the Treasury not otherwise appropriated. Appropriation.

Approved, May 17, 1886.

CHAP. 347.—An act authorizing the construction of a bridge across the Missouri River at or near the city of Council Bluffs, Iowa, and for other purposes. May 17, 1886.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the New York and Council Bluffs Railway Company, an incorporation organized under the laws of the States of Ohio, Indiana, Illinois, and Iowa, its successors or assigns, is hereby authorized to construct and maintain a bridge across the Missouri River at such point as may be hereafter selected by said corporation, between the north and south lines of the county of Pottawattamie, in the State of 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 the water to a permanent channel at such point, and also, if the said corporation shall deem it for the best interests of the public so to do, to lay on and over said bridge a railway track, for the more perfect connection of any railroads that are or shall be constructed to said river at or opposite to said point; and said corporation shall construct and maintain ways for wagons, carriages, and for foot-passengers, and may charge and receive such reasonable toll therefor as may be approved from time to time by the Secretary of War: *Provided*, That said bridge, and all the 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, or as a wagon-bridge alone, for the safe and convenient passage of wagons, carriages, stock, and foot-passengers, as the said corporation shall elect, as hereinbefore provided; but if the said corporation shall elect to build a combined railroad and wagon bridge, then the track for wagons, carriages, stock, and foot-passengers shall not be upon the same space as that used for railroad track and cars.

New York and Council Bluffs Railway Company authorized to bridge the Missouri River in Iowa.

Wagon and foot bridge.

Tolls.

Proviso.
Combined railroad and wagon bridge.

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, 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: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall have three or more channel-spans, and 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 bottom chord of the bridge, nor shall the spans of said bridge be less than three hundred feet in length, and the piers of said bridge shall be parallel with the current of said river, and the main span shall be over the main channel of the said river and not less than three hundred feet in length: *And provided also*, That if any bridge built under this act

Free navigation not to be obstructed.

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

Provisos.
Spans.