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fied that the bridge built upon such plan and with such accessory works and at such locality will conform to the prescribed conditions of this act, to notify said company or corporation that he approves the same; and upon receiving such notification said company or corporation may proceed to the erection of said bridge, conforming strictly to the approved plan and location; and should any change be made in the plan of the bridge or said accessory works during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War; 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 of the district where said bridge or any part thereof is located.

Litigation.

SEC. 4. That the said bridge and accessory works, when built and constructed under this act and according to the terms and limitations thereof, shall be lawful structures; and said bridge 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 for passengers and freight passing over said bridge, than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and said bridge shall enjoy the rights and privileges of other post-routes in the United States.

To be a lawful structure and post-route.

SEC. 5. That the United States shall have the right of way for such postal-telegraph lines across said bridge as the Government may construct or control.

Postal telegraph.

SEC. 6. That all railroad companies desiring the use of said bridge 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: *Provided*, That the provisions of section four in regard to charges for passengers and freight across said bridge shall not govern the Secretary of War in determining any question arising as to the sum or sums to be paid to the owners of said bridge by said companies for the use of said bridge.

Other companies to have right of way.

Secretary of War to decide disagreements as to terms.

Proviso. Charges.

SEC. 7. That Congress shall have power at any time to alter or amend this act so as to prevent or remove all material and substantial obstructions to the navigation of said river by the construction of said bridge and its accessory works; and the expense of altering said bridge or removing such obstructions shall be borne by the owners of or persons controlling such bridge.

Right to amend, etc., reserved.

Approved, May 17, 1886.

CHAP. 351.—An act to authorize the construction of a pile and pontoon railway and wagon bridge across the Mississippi River from the city of Red Wing Minnesota, to the opposite shore, in the State of Wisconsin.

May 17, 1886.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Red Wing Pontoon Bridge Company, a corporation existing under the laws of the State of Minnesota, is hereby authorized to construct and maintain a pile and pontoon railway and wagon bridge across the Mississippi River, from the city of Red Wing, State of Minnesota, so as to connect with the opposite shore of said river, in the State of Wisconsin; said bridge to built subject, except as herein provided, to all the terms, requirements, and limitations contained in the act entitled "An act to legalize and

Red Wing Pontoon Bridge Company authorized to bridge the Mississippi River, at Red Wing, Minn.

Subject to terms of Vol. 18, ch. 224, p. 62.

establish a pontoon railway bridge across the Mississippi River at Prairie du Chien, and to authorize the construction of a similar bridge at or near Clinton, Iowa", approved June sixth, eighteen hundred and seventy-four, so far as they may be applicable thereto.

Draw.

SEC. 2. That said bridge shall be so constructed with a suitable pontoon draw of not less than four hundred feet in length, located over the main channel of the river: *Provided*, That said bridge shall not be built or commenced until the plan and specifications for its construction have been submitted to the Secretary of War for his approval, nor until he shall approve the plan and location of said bridge; and if any change be made in the plan of construction of said bridge at any time, such change shall be subject to the approval of the Secretary of War; and any change in the construction or any alteration of said bridge that may be directed at any time by Congress or the Secretary of War shall be made at the cost and expense of the owners thereof.

Proviso. Subject to approval of Secretary of War as to plans, etc.

Tolls.

SEC. 3. That if said bridge is constructed as a wagon bridge, the said company may charge such reasonable rates of toll for the passage of wagons and vehicles of all kinds and for the transit of animals and foot-passengers as may from time to time be approved by the Secretary of War.

SEC. 4. That Congress may at any time alter, amend, or repeal this act.

Approved, May 17, 1886.

May 17, 1886.

CHAP. 352.—An act to authorize the construction of a bridge over the Missouri River at the most accessible point between the mouth of the Femme Osage Creek and a point two miles above the city of Saint Charles, in the county of Saint Charles in the State of Missouri.

Saint Louis Kansas City Short-Line Railway Company authorized to bridge the Missouri River, near Saint Charles, Mo.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Saint Louis Kansas City Short-Line Railway Company, a corporation organized under the laws of the State of Missouri, and its assigns or successors, be, and they are hereby, authorized to construct and maintain a bridge, and approaches thereto, over the Missouri River at the most accessible point between the mouth of the Femme Osage Creek and a point two miles above the city of Saint Charles, in the county of Saint Charles, in the State of Missouri. Said bridge shall be constructed to provide for the passage of railway trains, and at the option of the corporation or company by which it 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, for such reasonable rates of toll as may be approved from time to time by the Secretary of War.

Passage of railway trains, wagons, etc.

Tolls.

To be a lawful structure and post-route.

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, 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 passengers and freight passing over said bridge, than the rate per mile paid for the transportation over the railroad or public highways leading to the said bridge; and it shall enjoy the rights and privileges of the other post-roads in the United States.

Spans.

SEC. 3. That if said bridge shall be made with unbroken and continuous spans, the spans thereof shall not be less than three hundred feet in length in the clear, and the main span shall be over the main channel of the river. The lowest part of the superstructure of said bridge shall be at least fifty feet above extreme high-water mark, as understood at the point of location, 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 shall be over the main channel of the river at an accessible point, and

Provisos. Draw.