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U.S. GOVERNMENT
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May 17, 1886.

CHAP. 353.—An act to authorize the construction of a bridge over the Missouri River at the most accessible point in Saline City, or within five miles above or five miles below the same, in the county of Saline, in the State of Missouri.

Saint Louis Kansas City Short-Line Railway Company authorized to bridge the Missouri River at Saline City, 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 in Saline City, or within five miles above or five miles below the same, in the county of Saline, in the State of Missouri.

Passage of railway trains, wagons, etc.

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.

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 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 the spans shall not be less than one hundred and sixty feet in length in the clear, and the piers of said bridge shall be parallel with and the bridge itself at right angles to the current of the river, and the spans shall not be less than ten feet above extreme high-water mark, as understood at the point of location, to the lowest part of the superstructure of said bridge: *Provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats; and said company or corporation shall maintain, at its own expense, from sunset till sunrise, such lights or other signals on said bridge as the Light-House Board shall prescribe.

Provisos.
Draw.

Lights, etc.

Free navigation not to be obstructed.

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 said 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 the owner or owners of said bridge; 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 district court of the United States of the State of Missouri in which 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 this bridge from the operation of the same.

Litigation.

Other companies to have right of way.

SEC. 4. 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 hearing of the allegations and proofs of the parties: *Provided*, That the provisions of section two 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.

Secretary of War to decide disagreements as to terms, etc.

Proviso.

SEC. 5. 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 river 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 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; 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.

Plans, etc., to be approved by Secretary of War.

SEC. 6. 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.

Right to amend, etc., reserved.

Approved, May 17, 1886.

CHAP. 354.—An act granting to the Gainesville and Chickasaw Bridge Company the consent of the United States to construct and maintain a bridge over Red River at or near Brown's Ferry, in Cooke County, Texas.

May 17, 1886.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That to the Gainesville and Chickasaw Bridge Company, a corporation created under the laws of Texas by charter filed January twenty-fourth, eighteen hundred and eighty-five, is granted the consent of the Government to construct and maintain for ninety years a bridge, and approaches thereto, over Red River, at or within three miles of Brown's Ferry, in Cooke County, Texas, to be used for the passage of foot-passengers, animals, and vehicles of all kinds, for reasonable rates of toll, to be approved from time to time by the Secretary of War.

Gainesville and Chickasaw Bridge Company authorized to build a wagon and foot-bridge over the Red River at Brown's Ferry, Tex.

Tolls.

SEC. 2. That the right herein granted shall be void unless said bridge is constructed within four years from the passage of this act.

To be built within four years.

SEC. 3. That the bridge constructed under this act 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 than other persons pay for like transportation; and the United States shall have the right of way for a postal telegraph across said bridge: *Provided*, That before this act shall take effect said company shall submit to the Secretary of War the plans and specifications of said bridge, showing the proposed location and structure contemplated, and that it shall be decided by the Secretary that said bridge does not and will not ob-

To be a lawful structure and post-route.

Provisos.

Plans, etc., to be approved by Secretary of War.