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a translator and one of whom may be a stenographer; eight clerks of class one; five clerks, at one thousand dollars each; two copyists, at nine hundred dollars each; two copyists, at seven hundred and twenty dollars each; one messenger; one assistant messenger; three watchmen; two skilled laborers, at six hundred dollars each; two char-women; six special agents, at one thousand six hundred dollars each; ten special agents, at one thousand four hundred dollars each; four special agents, at one thousand two hundred dollars each; in all, eighty-four thousand five hundred and forty dollars.

Per diem, etc., special agents.

For per diem, in lieu of subsistence of special agents while traveling on duty outside of the District of Columbia, at a rate not to exceed three dollars per day, and for their transportation, and for employment of experts and temporary assistance, and for traveling expenses of officers and employees, forty-three thousand five hundred dollars.

Stationery.

For stationery, two thousand dollars.

Books, etc.

For books, periodicals, and newspapers for the library, one thousand dollars.

Postage.

For postage-stamps to prepay postage on matter addressed to Postal-Union countries, two hundred dollars.

Rent.

For rent of rooms, four thousand dollars.

Contingent expenses.

For contingent expenses, namely: For furniture, carpets, ice, lumber, hardware, dry-goods, advertising, telegraphing, telephone service, expressage, repairs of cases and furniture, and so forth, fuel and lights, soap, brushes, brooms, mats, and other absolutely necessary expenses, five thousand dollars.

Rate of pay, assistant messengers, firemen, etc.

SEC. 2. That the pay of assistant messengers, firemen, watchmen, laborers, and charwomen provided for in this act, unless otherwise specially stated, shall be as follows: For assistant messengers, firemen, and watchmen, at the rate of seven hundred and twenty dollars per annum each; for laborers, at the rate of six hundred and sixty dollars per annum each; and for charwomen, at the rate of two hundred and forty dollars per annum each.

Approved, July 11, 1888.

July 16, 1888.

CHAP. 621.—An act to authorize the Southwestern Arkansas and Indian Territory Railroad Company to build a bridge across the Ouachita River, in Arkansas.

Southwestern Arkansas and Indian Territory Railroad Company may bridge Ouachita River, Ark.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Southwestern Arkansas and Indian Territory Railroad Company, a corporation created and existing under the laws of Arkansas, be, and is hereby, authorized to erect and maintain a bridge across the Ouachita River, in township ten south, range seventeen west, or at such point near said township as has been selected by said railroad company for crossing said river with their railroad line, the said bridge to be of such height as not to interfere with the navigation of said river:

Proviso.

Lawful structure and post-route.

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 equal privileges in the use of said bridge shall be granted to all telegraph companies; and the United States shall have the right of way for postal telegraph and telephone lines across said bridge.

Postal telegraph.

Secretary of War to approve plans, etc.

SEC. 2. That the plan and location of said bridge, with a detailed map of the river at the proposed site of the bridge and near thereto, exhibiting the depths and currents, shall be submitted to the

Secretary of War for his approval, and until he approve the plan and location of said bridge it shall not be built; but upon the approval of said plan by the Secretary of War the said company or corporation may proceed to the erection of said bridge in conformity with said approved plan, and should any change be made in the plan of said bridge during the progress of the work thereon, such change shall be subject likewise to the approval of the Secretary of War.

Amendment.

SEC. 3. 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 the opinion of the Secretary of War be in any manner obstructed or impaired by the said bridge, the Secretary of War shall have authority, and it shall be his duty, to require the said railroad company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment; and if upon reasonable notice to said railroad company to make such changes or improvements the said company fails to do so, the Secretary of War shall have authority to make the same at the expense of said company, or to remove said bridge, and all the rights conferred by this act shall be forfeited; and Congress shall have power to do any and all things necessary to secure the free navigation of the said river.

Changes.

Other companies may use.

SEC. 4. That the bridge hereby authorized to be constructed may be used by any other railroad company desiring to cross the Ouachita River at the point where said bridge is built. The amount of compensation to be paid the corporation controlling said bridge shall be fixed by the parties; and in the event of their being unable to agree on the amount, the Secretary of War shall establish such rate of compensation. The right of Congress to repeal, alter, or amend the provisions of this act is hereby expressly reserved.

Secretary of War to decide rate.

Commencement and completion.

SEC. 5. That unless the construction of this bridge be commenced within one and completed within three years after the passage of this act, all privileges conferred hereby shall become null and void.

Approved, July 16, 1888.

July 16, 1888.

CHAP. 622.—An act to authorize the Columbia River Bridge Company to construct and maintain a bridge across the Columbia River between the State of Oregon and the Territory of Washington, and to establish it as a post-road.

Columbia River Bridge Company may bridge Columbia River at La Camas, Wash. Ter.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Columbia River Bridge Company, a corporation created and existing under and by virtue of the laws of the State of Oregon, or its assigns, to erect, construct, and maintain a bridge over the Columbia River from La Camas in the Territory of Washington to a point on the westerly shore of the Sandy River in the State of Oregon. Said bridge shall be constructed to provide for the passage of the railway trains, and at the option of the corporation, or its assigns, by which it may be built, may be used for the passage of wagons and vehicles of all kinds, for the transit of animals, foot passengers, and of all kinds of commerce, travel, or communication.

Railway, wagon, and foot bridge.

Lawful structure and post-route.

SEC. 2. That any bridge built under the 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 charges 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 or freight passing over said bridge than the rate per mile paid for the transportation over the railroad or public highways leading to said bridge, and it shall enjoy the rights and privileges of other post-roads in the United States. And equal privileges in the use of said bridge