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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. And there shall be displayed on said bridge from sunset to sunrise such lights or other signals as may be prescribed by the Light-House Board.

Lights, etc.

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 said river shall in any manner be 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, 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 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 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.

Secretary of War to decide terms.

Commencement and completion.

SEC. 5. That this act shall be null and void if actual construction of the bridge herein authorized be not commenced within two years and completed within four years from the date thereof.

Approved, July 16, 1888.

July 17, 1888.

CHAP. 666.—An act to authorize the construction of a bridge across the Missouri River and to establish it as a post-road.

Chicago, Oquawka and Kansas City Short Line Railway Company may bridge Missouri River at Parkville, Mo.

Post, p. 885.

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 Chicago, Oquaka and Kansas City Short Line Railway Company, a corporation organized under the laws of the State of Illinois, or its successors or assigns, to construct a bridge across the Missouri River at a point opposite or nearly opposite the town of Parkville, in the State of Missouri; that said bridge may be constructed for railway and postal service, with single or double tracks for railway traffic, and which shall be under the conditions and limitations hereinafter specified.

Free navigation.

SEC. 2. That said bridge shall not interfere with the free navigation of said river beyond what may be necessary to carry into effect the rights and privileges herein granted; and in case of any litigation arising therefrom such litigation may be tried and determined by any circuit court of the United States whose jurisdiction embraces either terminus of said bridge.

Construction.

Spans.

SEC. 3. That the bridge hereby authorized to be constructed must be constructed either as a draw-bridge or of unbroken spans. If constructed of unbroken spans, then it shall not be less in elevation than fifty feet above extreme high water as understood and determined at the point of location, to the bottom chord of the bridge.

Nor shall the span of said bridge be less than three hundred and fifty feet in length, and the piers thereof shall be parallel with the current of the river. The main span shall be over the channel of the river and not less than two hundred and fifty feet in length. In case the said company shall elect to construct said bridge as a draw-bridge, the same shall be constructed as a pivot draw-bridge, with a draw over the main channel with spans not less than two hundred feet in length in the clear on each side of the pivot-piers, and the next adjoining spans to the draw shall not be less than one hundred feet, and the said span shall not be less than thirty feet above low-water mark, and not less than ten feet above extreme high-water mark, measuring from the bottom chord of said bridge; and the piers of said bridge shall be parallel with the current of the river where said bridge may be erected. And it is further provided that said draw shall open promptly upon proper signal for the passage of boats.

Draw.

Opening draw.

SEC. 4. That any bridge constructed under this act shall be a lawful structure, and shall be known as a post-road, and the same is hereby declared to be a post-road, over which no higher charge shall be made for the transmission of mails, troops, and munitions of war of the Government of the United States, or for passenger or freight passing over the same, than the rate per mile charged for their transportation over the railroad or public highways leading to the said bridge and equal privileges in the use of said bridge shall be granted to all telegraph companies. The United States shall have also the right of way over said bridge for postal-telegraph purposes.

Lawful structure and post-route.

Postal telegraph.

SEC. 5. That all railway companies desiring to use said bridge shall be entitled to equal rights and privileges in using the same, of the machinery and fixtures thereto belonging, and also of the approaches thereto, upon such terms and conditions as shall be prescribed by the Secretary of War upon hearing the allegations and proofs of the parties in interest, in case the parties in interest shall not be able to agree upon such terms and conditions.

Other companies may use.

Terms.

SEC. 6. That the said railway company before entering upon the construction of such bridge shall submit to the Secretary of War plans and drawings of such structure, together with a map of the location thereof, for one mile above and one mile below said location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the current of said river at all stages of water, showing also the bed of the river and the channel, with such other and further information as the Secretary of War may require, which said drawings and other information aforesaid shall be examined by him, and if he shall approve the same, he shall so notify the said railway company of such approval, and said company may then proceed to the erection of said bridge. The Secretary of War may make such alterations in such plans as he may deem necessary to the better protection of navigation; and such alterations shall be adopted by said railway company. The said railway company may, at any time, make any alterations deemed advisable to be made in said bridge, but must first submit such proposed alterations to the Secretary of War, and his approval shall be first had before they shall be authorized; and all expense attending any such changes shall be paid by the company.

Secretary of War to approve plans, etc.

Alterations.

SEC. 7. That the said bridge herein authorized to be constructed shall be so kept and managed at all times as to afford proper means and ways for the passage of vessels under it both by day and night. There shall be displayed on said bridge from sunset to sunrise such lights and signals as may be directed by the Secretary of War. And such changes may be made from time to time in the structure of said bridge as the Secretary of War may direct at the expense of said railway, in order the more effectually to preserve the free navigation of said river; or the said structure shall be altogether removed, if

Lights, etc.

in the judgment of the Secretary of War, the public good may require such removal, and without expense or charge to the United States.

Commencement and completion.

SEC. 8. That this act shall be null and void, unless actual construction of the bridge herein authorized be commenced within one year and completed within three years from the date of this act being approved.

Amendment.

SEC. 9. That the right to alter, amend, or repeal this act is hereby expressly reserved.

Received by the President July 5, 1888.

[NOTE BY THE DEPARTMENT OF STATE.—The foregoing act having been presented to the President of the United States for his approval, and not having been returned by him to the house of Congress in which it originated within the time prescribed by the Constitution of the United States, has become a law without his approval.]

July 18, 1888.

CHAP. 676.—An act making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, eighteen hundred and eighty-nine, and for other purposes.

District of Columbia appropriations.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the half of the following sums named, respectively, is hereby appropriated, out of any money in the Treasury not otherwise appropriated, and the other half out of the revenues of the District of Columbia, for the purposes following, being the estimated expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, eighteen hundred and eighty-nine, namely:

Half from District revenues.

GENERAL EXPENSES.

Salaries, etc.

FOR SALARIES AND CONTINGENT EXPENSES.

Executive office, Commissioners, secretary, etc.

FOR EXECUTIVE OFFICE: For two Commissioners, at five thousand dollars each; one Engineer Commissioner, nine hundred and twenty-four dollars (to make salary five thousand dollars); one secretary, two thousand one hundred and sixty dollars; one clerk, one thousand five hundred dollars; one clerk, one thousand four hundred dollars; two clerks, at one thousand two hundred dollars each; one messenger, six hundred dollars; one messenger, four hundred and eighty dollars; one driver, four hundred and eighty dollars; one inspector of buildings, two thousand four hundred dollars; one assistant inspector of buildings, one thousand two hundred dollars; one assistant inspector of buildings, one thousand dollars; one clerk, one thousand six hundred dollars; one clerk, nine hundred dollars; one messenger, four hundred and eighty dollars; one janitor, seven hundred dollars; one steam engineer, nine hundred dollars; one property clerk, one thousand six hundred dollars; one clerk, nine hundred dollars; one clerk, seven hundred and twenty dollars; one messenger clerk, six hundred dollars; one messenger, four hundred and eighty dollars; three watchmen, at four hundred and eighty dollars each; one chief inspector of plumbing, two thousand dollars; two assistant inspectors of plumbing, at one thousand dollars each; one harbor master, one thousand two hundred dollars; for rent of property yards, eight hundred dollars; for contingent expenses, including printing, books, stationery, horseshoeing, and other necessary expenses, three thousand dollars; in all, forty-three thousand eight hundred and sixty-four dollars: *Provided*, That so much of the District of Columbia appropriation act approved February

Proviso. Contingent expenses. Vol. 23, p. 319.